Olympic Region, Area 2

Integrated Roadside Vegetation Management Plan

DRAFT
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Washington State Department of Transportation
Maintenance and Operations Division

Introduction

The Washington State Department of Transportation (WSDOT) completed a Programmatic Environmental Impact Statement for a series of alternatives for roadside vegetation management. This study responded to a wide spectrum of public comment with the selection of a preferred alternative titled Locally Based, Long-Term Planning Integrated Vegetation Management. Integrated Vegetation Management (IVM) is a decision making process that applies the principles of Integrated Pest Management as defined in state law (RCW 17.15.010) to the management of roadside vegetation.

Implementation of IVM within the WSDOT maintenance program is based on the development of a statewide roadside management planning system, incorporating site-specific roadside vegetation management plans for highways in all 24 maintenance areas within the state. Successful implementation is dependent on allocation of sufficient funding and resources to accomplish vegetation maintenance activities as described in the area plans. In the long-term, implementation statewide is also dependent on the allocation of funding through project development and construction for complete roadside restoration wherever site disturbance occurs, in order to minimize long-term maintenance requirements.

This document serves to facilitate the implementation of the preferred alternative from the programmatic EIS, compliance with RCW 17.15.010 and the intent of The Puget Sound Highway Runoff Program (WAC 173-270), and state policy for roadside management as defined in the Roadside Classification Plan (WSDOT 1996), for state highways in the Olympic Region, Area 2. It defines the vegetation maintenance processes and agreed upon long-term goals and objectives for roadside vegetation specific to state highways in this area. This plan and the statewide IVM planning system are intended for use primarily within the WSDOT maintenance program. The goal in developing and implementing this plan is to achieve the best and most consistent roadside maintenance practices throughout the area, and to maximize the efficiency and effectiveness of maintenance program delivery over time. Success in meeting this goal will be measured by the improvement of the overall health of the roadside, a resulting minimization of roadside vegetation maintenance costs and a corresponding minimization of herbicide use over time.

In 2004 WSDOT developed and implemented an Integrated Roadside Vegetation Management (IRVM) plan for SR 305 on Bainbridge Island. The contents of that plan document have been incorporated in this plan for the entire Olympic Region, Area 2, and this will now serve as guidance for Bainbridge Island.

WSDOT Roadside Policy

WSDOT's management of roadside vegetation is carried out through two separate but coordinated internal programs: Roadside and Site Development, and Roadside Maintenance. Policy and practice in roadside design and development is intended to compliment and support policy and practice in roadside maintenance over the long-term.

A complete description of WSDOT's roadside maintenance policy, typical roadside management zones, and listing of all functional objectives can be found in Chapter 6 of the WSDOT Maintenance Manual (WSDOT M51-01, March 2002). Policy specific to the various roadside management zone objectives for Olympic Region, Area 2 can be found in the section of this document titled "Olympic Region, Area 2, Roadside Vegetation Management Plan" and referenced appendices. More information on the application of IVM for Roadsides can be found in Integrated Vegetation Management for Roadsides (WSDOT, July 1997). These documents also contain guidance for policy and procedures relating to vegetation maintenance aspect in storm water management as described in the Highway Runoff Manual (WSDOT M31-16, February 1995). Definition of maintenance practices within designated Environmentally Sensitive Areas can be found in the Regional Road Maintenance Endangered Species Act Program Guidelines, (Regional Road Maintenance Technical Working Group, Current Version)

For project development and construction, WSDOT roadside policy is defined in the Roadside Manual (WSDOT M25-30, July 2002), and the Roadside Classification Plan (WSDOT 1996).

Consultation with Other Agencies and the Public
WSDOT is consulting with the Washington State Department of Ecology on its overall roadside vegetation management program as it relates to storm water runoff. WSDOT has also presented its program to, and participates in the Interagency Integrated Pest Management Coordinating Committee, established under RCW 17.15 and chaired by the Washington State Department of Agriculture.

In the process of developing and implementing the plan for Olympic Region, Area 2, WSDOT will meet as necessary with the general public, local government, and any local special interest groups to collect input on the plan, and make adjustments where possible to address local concerns. WSDOT will accept and respond to public comment on area Integrated Roadside Vegetation Management Plans at any time. Adjustments to the plans will be made as necessary based on public input, and availability of improved technology and maintenance methods.

For Olympic Region, Area 2 WSDOT also initiates annual correspondence with the Skokomish Tribe and Olympic National Forest to inform and discuss annual plans for roadside maintenance activities along highway crossing the tribal and forestlands.

Additional References
Additional information and copies of the documents referenced in this plan are available through the Internet at addresses listed below, or by contacting the WSDOT Headquarters Highway Maintenance Office at: PO Box 47358, Olympia, WA 98504-7358, or (360) 705-7850.

Roadside Maintenance Program information and copies of area plans:
http://www.wsdot.wa.gov/maintenance/ivm.htm
Roadside and Site Development Program information:
http://www.wsdot.wa.gov/eesc/design/roadside/

Roadside Vegetation Management Programmatic Environmental Impact Statement:
http://www.wsdot.wa.gov/maintenance/pdf/Roadside_Vegetation_Management_12-93.pdf
WSDOT Maintenance Manual:
http://www.wsdot.wa.gov/fasc/EngineeringPublications/Manuals/Final%20MM.pdf
Integrated Vegetation Management for Roadsides:
http://www.wsdot.wa.gov/maintenance/pdf/IVM.pdf
Highway Runoff Manual:
http://www.wsdot.wa.gov/fasc/EngineeringPublications/Manuals/Highway.pdf
Regional Road Maintenance Endangered Species Act Program Guidelines:
http://www.metrokc.gov/roadcon.bmp/pdfguid.htm
WSDOT Design Manual:
http://www.wsdot.wa.gov/fasc/EngineeringPublications/Manuals/DesignManual.pdf
WSDOT Roadside Manual:
http://www.wsdot.wa.gov/fasc/engineeringpublications/Manuals/RoadsideManual.pdf
WSDOT Roadside Classification Plan:
http://www.wsdot.wa.gov/eesc/design/roadside/pdf/RCP_1.pdf

Roadside Character

The highway roadside Olympic Region, Area 2 is predominately rural and/or forest in character, with a few sections of semi-urban or urban character around the cities of Bremerton and Silverdale. The Gig Harbor area and south end of Kitsap Peninsula is experiencing rapid growth in suburban and urban development, although the visual character along SR 16 between the Tacoma Narrows and Bremerton currently remains forested and semi-urban. Semi-urban and urban character is also considered around the cities of Shelton, Belfair, Gorst and several other small towns. Roadside vegetation maintenance practices are intended to highlight and enhance the natural or built character of the visual environment. Semi-urban and urban areas typically require a somewhat higher level of maintenance and reflect a more park-like appearance.

Visual Standards
Aside from community entrance points and urban areas where cities and/or neighbors maintain more formalized vegetation, the appearance of the roadside in this area will replicate the surrounding native vegetation and is managed to be naturally self-sustaining; reducing maintenance requirements over time. In natural areas, open views beyond the roadside will also occur where there are natural breaks in the tree canopy on and adjacent to the right of way.

Some areas along SR 16 and 3 have been designated for mowing beyond a single swath, as noted in Appendix B, Routine Mowing, Table 1.2.1. All other areas will receive only mowing or trimming as needed. All maintenance trimming or vegetation removal will be done in a manner that minimizes negative visual impacts. Herbicide treatments for brush control, when necessary will be done in the fall to coincide with natural defoliation. Side trimming when done with a boom-mounted mowing head will be followed with hand tools to clean up ragged branch ends.

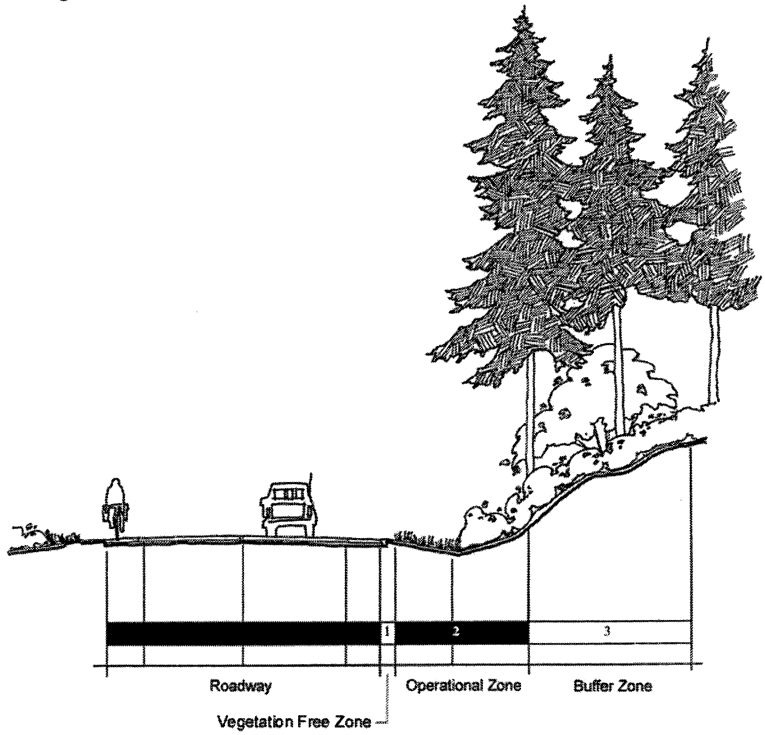
The overall goal for the visual condition of the roadside is to achieve as natural as possible appearance with little visual evidence of maintenance activities.

Operational Zones
WSDOT roadsides are divided into several zones for the purposes of assigning management objectives, maintenance needs, and thresholds for triggering vegetation maintenance actions. Noxious weed species designated for control by state and county law are controlled throughout all zones. As per the 2002 WSDOT Maintenance Manual (M51-01, March 2002), roadside vegetation management zones are as follows:

Zone 1 – A vegetation free gravel shoulder, when present, is maintained as a one to three-foot wide strip to provide for key operational, safety and pavement preservation needs.

Zone 2 – The operational zone extends from the edge of Zone 1, or the pavement edge to a width necessary to provide for safe errant vehicular recovery, maintain sight distance at corners and intersections, and provide for other operational, safety, and environmental functions.

Zone 3 – In areas with sufficient right-of-way width, a buffer or transition zone extends from Zone 2 to the right-of-way line to provide a buffer or transitional area between the highway facility and adjacent land uses. This area is maintained selectively, and to the greatest degree possible as a self-sustaining plant community, to minimize erosion as well as the growth of weeds and undesirable trees and brush.



Vegetation Free Zone
Gravel Shoulder
Maintained using mechanical and chemical methods to improve drainage and protect pavement.

Operational Zone
Low Vegetation
Maintained by mowing and IVM for sight distance, safety, and weed control.

Buffer Zone
Native/ Natural Vegetation
Maintained using IVM to encourage native self-sustaining plant communities.

Typical Roadside Vegetation Management Zones
Figure 1

Not all maintenance zones will occur along all state highways. In some cases the narrow width of the right-of-way or adjoining land-use, limits the operational zones to Zone 1 and/or a narrow Zone 2 only.

Environmentally and Herbicide Sensitive Areas
In response to the Endangered Species Act and the listing of threatened and endangered aquatic species in Washington State, current WSDOT policy provides for a 300-foot buffer around designated sensitive areas where certain maintenance activities are modified to reduce impacts on natural aquatic systems. Unless otherwise specified in this plan, vegetation management activities within these 300' buffers are no different than other surrounding areas.

With regard to vegetation management and the use of herbicides, some areas have been designated in this plan for limited or restricted herbicide use for various reasons. The methods and procedures as defined by WSDOT policy and the contents of this plan will serve to help minimize the impact of the highway and maintenance operations on the environment.

All locations for environmentally and herbicide sensitive areas are listed and described in Appendix D, Special Maintenance Areas, Table 3.0.

Special Maintenance Areas
This plan also defines and identifies areas with unique roadside maintenance requirements or where arrangements exist due to the surrounding land use, urban areas, neighbor concerns or specific highway related functions. All locations are listed and described in Appendix D, Special Maintenance Areas, Table 3.0.

Public Notification of Herbicide Applications
WSDOT is required by law to notify chemically sensitive individuals on file with Washington State Department of Agriculture, where the residing property abuts the highway right of way and the residence is within ½ mile of the property line. WSDOT maintains a copy of the annually updated list of individuals from the Department of Agriculture. Whenever herbicide applications are planned within ½ mile of residences on the list, area personnel will attempt to contact or leave a message by phone, in person, or by letter if requested.

Herbicide Safety
When applying herbicides WSDOT takes precaution to avoid any impact on human and environmental health, and to ensure herbicides do not move off target. Applications are made only by trained and licensed employees following all state and federal regulations, as well as all recommendations and restrictions given on the individual product labels as approved by the US Environmental Protection Agency.

WSDOT maintains current risk assessment data for the herbicide products and application methods used on state highways. Toxicological impacts of WSDOT practices are evaluated for human health (both operators and the general public), for aquatic ecosystems, and terrestrial wildlife. The findings of this assessment are summarized in a series of fact sheets for the individual herbicides used by WSDOT. Current information on this and fact sheets can be viewed and downloaded through the Internet at:
http://www.wsdot.wa.gov/biz/maintenance/htm/risk_assessment.htm, or copies may be obtained by calling the WSDOT Headquarters Maintenance Office at (360) 705-7850.

WSDOT Employee Training and Education
Perhaps the most important key to success in the implementation of this plan is the education and training of the maintenance employees responsible for delivery of the program on a day-to-day basis. This plan and the information resources it provides is intended to supplement and enhance existing training and education opportunities already in place. Training and education for employees engaged in delivery of the roadside vegetation management Olympic Region, Area 2 will include:

- Participation in an annual one-day spring review of vegetation management needs and activities from the previous year, and planning for the coming year, including the maintenance crew(s), supervisor, and area maintenance superintendent and/or assistant superintendent.

- Development of a field guide using representative photographs taken along highways in Olympic Region, Area 2 to illustrate key aspects of IVM treatment. This will be developed over the first several years of plan implementation.
- Attendance at the annual statewide WSDOT Roadside Vegetation Management Workshops, where there is a focus on IVM tools and procedures, proper and safe use of herbicides, and lessons learned from around the state.

Roadside Design and Construction Considerations

Highway construction in many cases has a significant impact on drainage, soils and vegetation adjacent to the paved roadway. WSDOT policy and practice for restoring the operational, environmental and visual functions disturbed by construction is based on the guidelines found in the Roadside Classification Plan (RCP) (WSDOT 1996), and the Roadside Manual (WSDOT M25-30, July 2002).

Construction Projects Scheduled for 2005

Highway, Project Name	*Begin MP*	*End MP*	*Proj. #*
SR 3, IMPERIAL WAY TO SUNNYSLOPE, PAVER			6909
SR 3/303, WAAGA WAY INTERCHANGE			
SR 305, MADISON AVE. SHOULDER WIDENING			6927
SR 16, WOLLOCHET DR. RAMP PAVING AND SIGNAL			
SR 106, CHIPSEAL	12	20	
SR 106, SKOBOB CREEK FISH PASSAGE			6937
SR 302 ELGIN CLIFTON ROAD INTERSECTION			6936

Vegetation Management Overview

Control and management of roadside vegetation is an on-going cycle, and a resource intensive process. This plan is intended to help guide vegetation management activities through a series of steps that includes:

1. Identification and location of environmentally sensitive areas and areas with special vegetation maintenance consideration
2. Definition, locations, methods, and timing for carrying out routine annual vegetation maintenance activities
3. Definition, identification, and locations of all vegetation problems requiring treatment using the Integrated Vegetation Management (IVM) decision-making process and recommended, species-specific, best management practices (BMP) along with the ongoing monitoring and evaluation of treatments in these locations

The detailed description of vegetation management activities this area is included in the following sections of this document under the section of this document titled Olympic Region, Area 2 Roadside Vegetation Management Plan. Prescriptions for routine maintenance activities and IVM treatment options are included as Appendix A.

Annual Vegetation Maintenance Cycle

Vegetation management activities typically begin each year in the spring and continue through the fall, with some activities such as danger tree removal and tree and brush control activities occurring throughout the year. An overview of a typical roadside maintenance season is as follows:

Early Spring

At the start of the active growing season, maintenance technicians routinely apply a band of soil-residual and/or non-selective herbicide, averaging 3' in width to the road shoulder locations as identified in the plan, in order to maintain these areas as free of vegetation in support of highway operational needs. Selective herbicide applications for control for certain noxious weed species may also be conducted during this timeframe.

Spring and Summer

Throughout the growing season roadside maintenance activities are focused on mowing the shoulders, selective control for noxious and nuisance weeds, and some selective control of undesirable emerging trees and brush. Monitoring and documentation also occurs through this time to identify any new areas or situations requiring treatment, and to evaluate treatments made earlier in the year or in the previous season. Weed control activities are made dependent on timing in relation to the growth and lifecycle of the weeds or undesirable vegetation being treated. Wherever possible, trees and brush are controlled when small for maximum cost efficiency and to avoid negative visual impact. These activities are conducted in accordance with the IVM treatment plans for each location, and following the management prescriptions described in Appendix A. All IVM activities are documented, monitored and evaluated using the forms in the IVM Planning and Treatment Database.

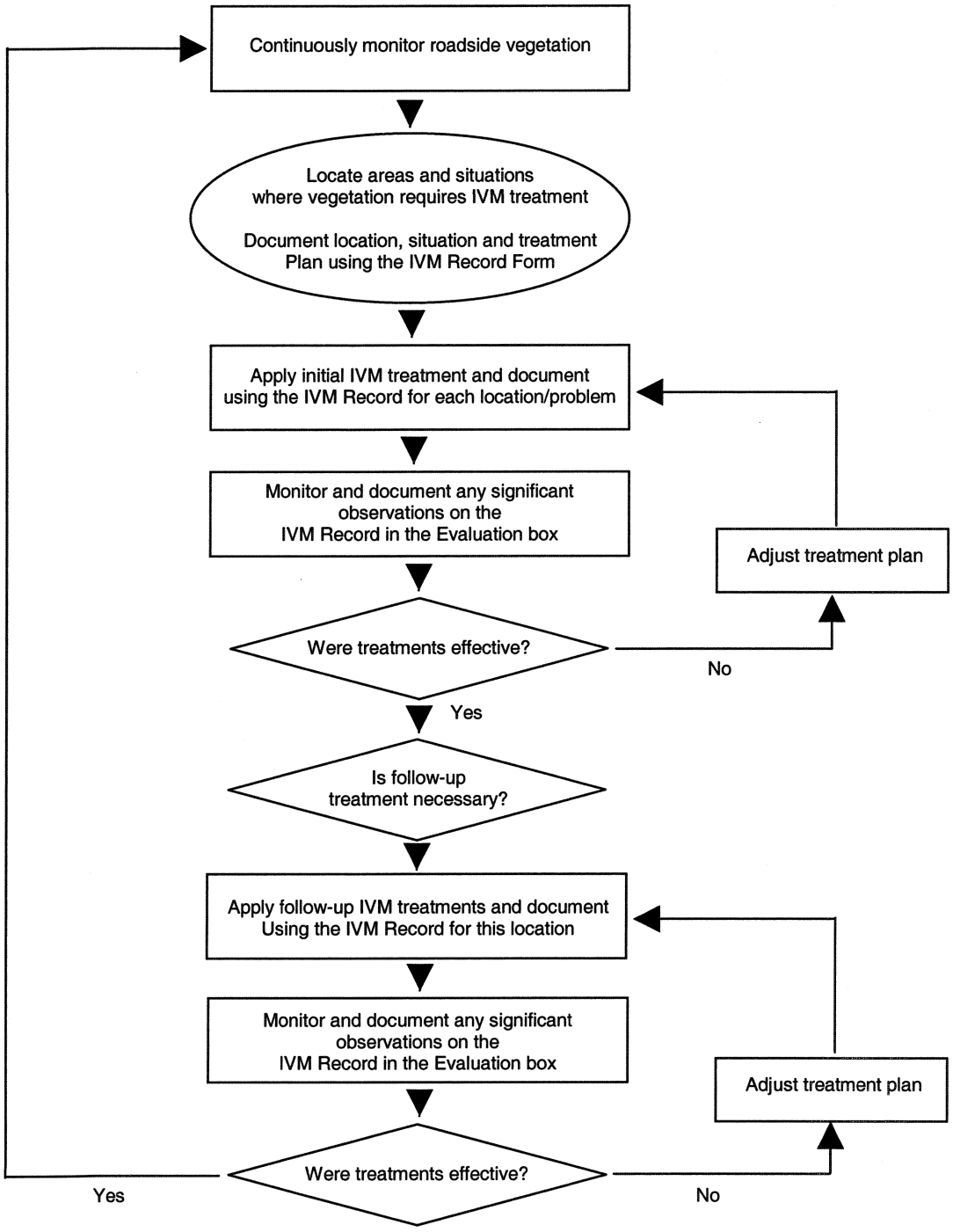
Routine mowing activities during this period are focused on making one or two mowing passes, as needed on limited access highways, secondary highways, and at intersections to provide site distance. On secondary, two-lane highways mowing extends to the bottom of the ditch or approximately 8 feet from edge of pavement on all shoulders where guardrail or barrier does not exist. Some selective mowing or trimming of areas behind guardrail or barrier, and beyond the 8-foot width where site distance is required also occurs on an as needed basis. On SR 3 and 16, mowing swaths may be wider as defined in Appendix B, Routine Mowing, Table 1.2.1.

Fall and Winter
Activities in the fall and winter are focused on control of undesirable invading brush species and the removal of trees that pose an immanent or future hazard to the highway. These activities are conducted as time allows, given other highway maintenance needs and accomplishment of weather dependent winter maintenance operations. These activities will be conducted in accordance with the documented long-term IVM treatment plans following the management prescriptions described in Appendix A and under Olympic Region, Area 2 Roadside Vegetation Management Plan, in Sections 1 and 2.

Action Thresholds
An action threshold is the point at which an individual plant or infestation begins to impact highway operations, WSDOT's legal obligations for noxious weed control, or other maintenance program objectives. At this point the vegetation is considered a target for control, is subject to the development of treatment plans, and is prioritized for maintenance action.

The action threshold for some activities is exceeded on a routine or annual basis, such as the maintenance of a vegetation-free strip adjacent to the edge of pavement (Zone 1) in certain areas, or where regular mowing and/or trimming is required to preserve sight distance at curves, road approaches, or intersections. In other cases action thresholds are set at varying levels for individual plant species such as noxious or nuisance weeds, or for potentially large and dangerous trees growing too close to the highway. Action thresholds are described for individual plant species and/or types of vegetation as part of the Integrated Vegetation Management Prescriptions table shown in Appendix A.

The Integrated Vegetation Management Decision-Making Process
Within WSDOT maintenance, the IVM decision-making process is applied in any situation where there is an opportunity to eliminate or permanently reduce a reoccurring vegetation problem with the establishment of or enhancement of surrounding, existing, stable, low-maintenance vegetation. Additional information and guidance on the application of IVM can be found in the publication Integrated Vegetation Management for Roadsides (WSDOT, July 1997). Figure 2 on the following page diagrams the IVM decision-making process used by maintenance in the field.



The IVM Decision-Making Process
Figure 2

Management
Plan

1. ROUTINE MAINTENANCE ACTIVITIES

Roadside maintenance activities are considered routine when regular annual treatment is required because vegetative growth annually or regularly exceeds action thresholds. Typical routine maintenance activities are maintenance of Zone 1, certain types of mowing and trimming, and identification and removal of hazardous trees.

1.1. Zone 1 Maintenance

1.1.1. Policy and objectives

Zone 1 is not present in all locations. When required it is maintained free of vegetation to promote positive surface and subsurface drainage, protect asphalt shoulders from deterioration due to vegetation growth through edge of pavement, facilitate preservation and maintenance of roadside hardware (guardrails and delineators), and/or to function as a firebreak.

In Olympic Region, Area 2, Zone 1 is not maintained along designated sections of highways due to environmental sensitivity, including all of SR 106, portions of SR 101 along the Hood Canal, and SR 305 on Bainbridge Island. All sections where Zone 1 is not maintained are listed in Appendix B, Zone 1 Maintenance, Table 1.1.2. In these sections Zone 1 will only be maintained under guardrail with the use of a non-selective, post-emergent herbicide labeled for aquatic applications.

The width of Zone 1 where maintained in all other areas, is between 1 and 2 ft. in areas without guardrail, and up to a maximum of 3 ft. around the base of guardrail. Width is measured from the edge of pavement along the slope of the shoulder. Width may be wider in areas around guardrail end flares and barrier associated with bridge ends, but does not in any case extend down-slope beyond the edge of the bridge abutment.

Locations and methods for maintenance of Zone 1 will be evaluated over the next several years. Adjustments to this plan will be made on an annual basis as the areas, and the agency as a whole, make refinements to this process.

Exception Areas (No Zone 1)

Areas where Zone 1 will not be maintained in Olympic Region, Area 2:

- Shoulders without guardrail along all highway shoulders as listed in Appendix B, Zone 1 Maintenance, Table 1.1.2.
- When required for legal environmental compliance
- By agreement/permit where maintenance is done by others

Variance Areas (Wider than Standard Width)

Areas where Zone 1 may be greater than 3 feet include:

- Where required for ease of maintenance or visibility of highway hardware such as guardrail or fencing.
- Where maintaining desirable vegetation is impractical such as natural rock or gravel ditches.
- To facilitate sight distance and visibility at intersections or gore points where mowing is not practical.

1.1.2 Methods

Zone 1 will typically be maintained by an annual application of non-selective post emergent and residual herbicide applied according to label instructions and in compliance with all state and federal regulations. In areas designated as herbicide sensitive, where Zone 1 is only maintained under guardrail, applications will consist of non-selective, post emergent

herbicides and surfactants approved and labeled for aquatic applications. Zone 1 applications will not be made in any case during or before periods of heavy rain or in wind greater than 10 miles per hour.

Applications will be made in the spring beginning in April. They will be planned and carried out depending on weather patterns and precipitation events.

In areas where Zone 1 is not maintained the shoulder will be mowed if necessary as described under Section 1.2 below. It is anticipated that buildup of soil and vegetation at the edge of pavement in areas without Zone 1 may necessitate a greater frequency of mechanical grading. These areas will be monitored and buildup removed as needed to allow for surface drainage.

Zone 1 chemical applications will be documented on the WSDOT Pesticide Application Record.

Prescriptions
See Appendix A, Routine Maintenance Prescriptions, Zone 1 Maintenance

1.1.3 Locations by Milepost
Areas and descriptions for Zone 1 maintenance are listed in Appendix B, Zone 1 Maintenance, Table 1.1.2

1.2. Routine Mowing/Trimming

1.2.1. Policy and objectives
Routine mowing takes place primarily in Zone 2. Zone 3 would only receive routine mowing in designated special maintenance areas, or on limited access divided highways where segments are designated as "multi-pass". Zone 2 is also referred to as the operational zone. It is maintained to fulfill operational, safety, and environmental functions of the highway roadside. Routine mowing most commonly takes place on the edge of Zone 2 closest to the highway.

Areas designated for routine mowing will be mechanically mowed at least once per year. More than one mowing pass may be conducted if necessary and resources are available. Priority for routine mowing will be on limited access/divided highways, intersections and curves for site distance, and secondary highways where Zone 1 is not maintained.

Initial seasonal mowing operations for this area typically begin once annual top growth on grasses is reaching its peak in June, and continue through the dry part of the year.

Objectives for routine mowing include prevention of fire starts, prevention of build up at the pavement edge, allow for site distance, control of encroaching vegetation, and improvement of the visual appearance of the roadway edge.

One-time or infrequent mowing done outside the limits defined in Appendix B, Routine Mowing, Table 1.2.3, is considered part of an IVM treatment prescription and covered in Section 2 of this plan.

1.2.2. Methods
Mowing
Routine mowing is the primary treatment method for the portion of Zone 2 directly adjacent to the highway. Practices will consist of a single pass to

the bottom of the ditch line where present or a 6 to 8 foot mowing pass with a side-mounted mower. This will be done on an annual basis wherever needed, throughout the corridors in all areas where guardrail is not present. Mowing equipment will be set a minimum of 4 inches above ground to eliminate the potential for exposing bare soil caused by close mowing. Ideally mowing height should average 6 to 8 inches. Bare soil may contribute to erosion and provide an opportunity for weed infestations to begin along the right-of-way. Areas behind guardrail or steep sloping terrain will be selectively trimmed when necessary with a side mower attached to an articulated boom as described under ***Selective Trimming*** below.

Single pass mowing of Zone 2 will be timed and conducted to minimize damage to desirable herbaceous and woody plant species. In areas dominated by grass, mowing may occur whenever practical to meet operational needs. In areas where desirable herbaceous and woody species are established within 6 to 8 feet of the pavement mowing/trimming (if required) should follow spring and early summer flowering and root development. Whenever possible, desirable native vegetation should be skipped over or mowed around. When mowing/trimming of desirable shrubs is required due to site distance or encroachment on traffic, mowing height should be a minimum of 18".

Selective Trimming
Brush, tree limbs, and other woody vegetation growing into Zone 2 from Zone 3 or off right of way will be routinely trimmed as necessary. In some cases it is more effective to selectively remove individual plants when young, to prevent them from becoming problems in the future. In such cases IVM treatments will be applied as described in Section 2 below. For areas with mature stands of desirable native vegetation, routine trimming should consist of light side trimming or "hedging" to create a dense cover and reduce the potential for invading, undesirable vegetation.

Whenever possible, side arm brush trimming will be conducted as early in the season as possible so that spring re-growth will minimize negative visual impacts.

Prescriptions
See Appendix A, Routine Maintenance Prescriptions, Mowing and Trimming

1.2.3. Locations by Milepost
Appendix B, Routine Mowing, Table 1.2.3 shows locations for areas on limited access, divided highways where routine mowing extends beyond one pass.

1.3. Hazard Tree Removal

1.3.1. Policy and Objectives
It is WSDOT policy to routinely evaluate and remove trees that pose a threat to the traveling public and to the transportation infrastructure as soon as possible upon identification. Hazard trees can pose imminent danger to roadway user or be considered a long-term threat during storm events, therefore constant surveillance and identification of potential problems is required and considered routine.

Hazard trees may be dead, leaning, or structurally unsound. Best horticultural judgment will be used in evaluating trees that appear diseased or structurally unsound or are believed to pose a long-term threat to determine the best course of action.

Hazard trees will be removed in such a manner to minimize damage and impact to the highway structure and other healthy trees and understory vegetation.

Another consideration in removal of trees is the contribution to shading in areas prone to frost and ice formation on the highway surface. When such areas are identified, the surrounding canopy may be thinned through selective removal of large trees on the right of way.

2. INTEGRATED VEGETATION MANAGEMENT ACTIVITIES

For all vegetation management needs not addressed through routine maintenance as described above, activities are planned and carried out using the principles of Integrated Vegetation Management (IVM) and the decision making process described on Page 11 in Figure 2. This is consistent with requirements in state law pertaining to the use of Integrated Pest Management (IPM), as defined in Chapter 17.15 RCW. IVM is a coordinated decision making process that uses the most appropriate vegetation management methods and strategy, along with a monitoring and evaluation system, to achieve long term roadside maintenance goals and objectives in an environmentally and economically sound manner. The result of utilizing the IVM approach is the establishment of stable, low maintenance native or naturalized plant communities on the roadside that are compatible with highway maintenance and safety objectives, preservation of environmental quality, weed control requirements, and the concern's of WSDOT's customers and neighbors. Long term, the use of the IVM approach can reduce the intensity and cost of maintenance as well as minimizing the need to use herbicides.

2.1. Integrated Vegetation Management Planning and Tracking Database

2.1.1. Policy and objectives

One of the keys to successful use of IVM is carrying out activities in accordance with a long-range plan and to follow up with monitoring and evaluation of treatment results. To facilitate this, forms and a database have been created for statewide use by WSDOT maintenance. This system is being tested as part of the initial development of Roadside Vegetation Management Plans and will be modified and refined as technology in this area continues to develop over the coming years.

Forms will be completed and maintained for specific or wide spread actions that take place in response to noxious or nuisance weed control, or tree and brush control as described below in the remainder of Section 2.

2.1.2. Sample forms

A copy of the Integrated Vegetation Management Record is included in Appendix E, Forms and Records.

2.1.3. Instructions for use

Maintenance supervisors and technicians can access the IVM Record through the existing Pesticide Application Record Keeping system available over the computer network from the area office or maintenance sheds.

Forms will be filled out to document planning, execution, and evaluation of locations receiving IVM treatments.

2.2. Noxious Weed Control

2.2.1. Policy and objectives

RCW 17.10 requires all property owners to control noxious weeds on lands that they own and manage. Noxious weed control is a high priority for WSDOT as a result of this legal mandate as well as the fact that if they are left unchecked, levels of infestation can begin to spread at exponential rates from year to year. Noxious weeds are defined as invasive, non-native plant species that can quickly dominate native plant communities and spread to other areas or regions. New infestations of noxious weeds often appear first in highway corridors after being transported from other areas by vehicles or transportation of agricultural products. Without timely control, these new infestations can further spread along transportation corridors and to

adjacent property. The overall cost and impact to the economic viability of the agricultural community and the health of native ecosystems can be significant. Also some of these plants are toxic to livestock and/or humans.

WSDOT prioritizes weed control based on which species are designate for control under state and county law. Chapter 16-750 of the Washington Administrative Code lists weed species in Classes A through C. Priority noxious weeds for control include all plants listed as Class A on the state list, and those in Classes B and C that are designated for control within each individual county.

Class A

Class A noxious weeds are non-native species with a limited distribution in the state. Immediate treatment of these new infestations is required by State law and is the top weed control priority to prevent spread into adjacent areas.

There are currently no known Class A noxious weeds on or adjacent to highway rights of way in this area.

Class B

Class B weeds are more widespread within the state than Class A, with control mandated by law only if infestations are generally limited within certain counties and the species are designated for control by the County Noxious Weed Control Boards. For non-designated Class B species containment, gradual reduction, and prevention of further spread are the chief management concerns. For the purposes roadside management in Olympic Region, Area 2, WSDOT will provide consistent annual IVM treatments for all known species of Class B noxious weeds designated for control by the respective County Noxious Weed Control Boards in Area 2. Treatment will continue until these species have been eradicated from WSDOT rights of way wherever possible. Priority for treatment of these infestations will be areas where control is being also being accomplished on neighboring properties. Class B noxious weeds not designated for control in the counties subject to this plan will receive a higher priority for control than other undesirable vegetation, but will be treated as "nuisance" weeds in relation to this plan. Nuisance weeds and treatment options are described in Section 2.4 of this document.

Olympic Region, Area 2 boundaries include highways in Kitsap and Mason Counties. The area also includes a portion of US 101 in Jefferson County in the north and several miles of SR 16 in Pierce County on the south. Species known to exist on the right of way in Area 2 and designated as noxious weeds in this plan by county are described in the following table:

Common Name/Botanical Name	*Jef*	*Kit*	*Mas*	*Prc*
Knotweed sp./Polygonum sp.	◆	◆	◆	◆
Ragwort tansy/Senecio jacobaea	◆	◆	◆	◆
Knapweed sp./Centaurea sp.	◆	◆	◆	◆

Class C

Class C noxious weeds are widely established throughout Washington but may impact the agricultural industry in certain areas. Counties may require control of Class C weed species if they pose problems for local agricultural interests or ecosystems. Unless Class C weeds are designated for control by the counties, WSDOT classifies Class C species as "nuisance" weeds and provides control incidental to other activities or when resources are

available and control of the species is possible through the application of IVM treatments. Nuisance weeds and treatment options are described in Section 2.4 of this document.

Class C noxious weeds designated for control in the counties within this area and currently present within WSDOT right-of-way in this area are described on the following table:

Common Name/Botanical Name	*Jef*	*Kit*	*Mas*	*Prc*
Hemlock, poison/Conium macul.	◆	◆	◆	◆

2.2.2. Methods

Because noxious weed species are often difficult to control, herbicides treatments are frequently the primary initial means of control. If infestations are limited to one or a few plants, hand pulling or digging is also effective when the entire root system is can be removed. Once actively growing plants have been treated or removed, the remaining seed bank in each location must be depleted over succeeding years by treating any re-growth from seed. Timing of herbicide treatments within the growth stage of the various weed species is often critical to achieving complete control of perennial species. With annual species, the most important measure is prevention of seed production.

In conjunction with weed control treatments, a variety of other measures may be taken to promote natural vegetative competition through seeding, planting, and soil enhancement. The IVM Record and database are essential to the execution and success of these control measures.

2.2.3. Prescriptions

See Appendix A, IVM Prescriptions, Noxious Weed Control

2.2.4. Species Location by Milepost

See Appendix B, Noxious Weed Locations, Table 2.2.4.

2.3. Nuisance Weed Control

2.3.1. Policy and objectives

Control of non-designated Class B and C listed noxious weeds, while not required by state law is still encouraged and provides many positive benefits to the overall condition of the roadside such as enhancement of ecological function by maintaining and enhancing native plant communities, reduction of the potential for continuing spread of weed infestations, and enhancement of visual quality.

Dependent on crew availability and budget, nuisance weeds will be controlled throughout the roadsides of Olympic Region, Area 2 as part of the overall Integrated Vegetation Management process. Priority control measures will be given to new infestations where there is an opportunity to gain control prior to spread. In some cases where practical, nuisance weed infestations may be treated in conjunction with treatment of noxious weeds.

For the established infestations of species currently identified in this plan, WSDOT's approach will be to focus on preventing spread into uninfested areas and management of infested areas over time by applying appropriate vegetation management prescriptions. Control options range from manual cutting, mowing or mechanical removal, and biological control, to targeted selective herbicide application, or combinations thereof.

2.3.2. List of species currently present

Nuisance weeds may be listed as Class B or C on the state list. Some species may be considered nuisance even if they are not yet included on the state list. Species considered as nuisance weeds in this area include:

Common Name/Botanical Name
Himalayan blackberry/Rubus discolor
Scotch broom/Cytisus scoparius
Butterfly bush/Buddleia davidii
Common tansy/Tanacetum vulgare
St. Johnswort/Hypericum perforatum
Canada thistle/Cirsium arvense
Bull thistle/Cirsium vulgare
Common Mullein/Verbascum thapsus

2.3.3. Methods

Control measures for nuisance weeds are dependent on the type of plant. Woody species such as Scotch broom and Himalayan blackberry are most effectively treated with a combination of cutting, herbicide treatments and encouragement of native vegetation. Perennial species such as Canada thistle are most effective controlled by succeeding years of properly timed herbicide applications. Annual or biennial species such as bull thistle and common tansy may also be effectively controlled by hand pulling or cutting prior to seed set.

2.3.4. Prescriptions

See Appendix A, IVM Prescriptions, Nuisance Weed Control

2.3.5. Species Location by Milepost

See Appendix B, Nuisance Weed Locations, Table 2.4.5.

2.4. Tree and Brush Control

2.4.1. Policy and Objectives

The primary objective for this type of work is to prevent the growth of encroaching brush and large, potentially overhanging, hazardous trees and the need for treatment as described above in Section 1.3. Native large shrub and small tree species should be allowed to grow and mature in Zone 2 and side trimmed if they begin to encroach on site distance or other traffic operational requirements, as described in Section 1.1.2 above. However, large tree coniferous or hardwood deciduous species such as Douglas fir, bigleaf maple, alder, or cottonwood left to grow in Zone 2 and in some cases parts of Zone 3, can reach substantial size over a relatively short period of time and pose a threat to the highway. The longer they are left to grow in these locations, the greater the visual impact and cost when they eventually must be removed. Whenever possible these types of trees should be removed from Zone 2 within their first years of growth.

2.4.2. Methods

Removal of undesirable tree and brush species is typically accomplished by hand cutting, hand pulling, properly timed selective mowing, properly timed herbicide applications, or combinations thereof. In some locations it is most effective to mow back the majority of the existing vegetation and then selectively treat undesirable re-growth with herbicides in succeeding years, allowing desirable vegetation to grow up around and form a competitive

cover. In some cases when tree and brush species are cut by hand, the debris can be fed through a chipper and placed back on the roadside in the form of mulch. In other cases, when trees and brush are of small enough size and maintenance has access to heavy duty mowing equipment, undesirable trees and brush can be ground off in one step and the mowed debris left on site as mulch.

Timing of these activities has a significant effect on how the vegetation grows back. Herbicide applications made by hand, directly to the cut surfaces of undesirable plants may be used to reduce or eliminate grow back.

Manual trimming or hand cutting methods will be used on all trees or other brush greater than 6 feet in height or with a trunk diameter of 2 inches or greater to provide clean cuts. In these cases, trunks will be cut no higher than 4 inches above the ground surface. Chemical control methods will not be used on conifers greater than 2 feet in height. Chemical control methods will not be used on deciduous plants until after the first of September, except for as cut stump treatments to eliminate grow-back.

When practical seedling trees will be dug or pulled by hand and transplanted to areas where there growth will be beneficial and appropriate. Agreements may be signed to allow private citizens to collect seedlings in safe locations for use as transplants.

2.4.3. Prescriptions

See Appendix A, IVM Prescriptions, Tree and Brush Control.

3. SPECIAL MAINTENANCE AREAS

Special Maintenance Areas include any sections of roadside where there are unique maintenance requirements or existing arrangements with any external organizations. Special Maintenance Areas may include interchanges, community entrances or enhancement areas, areas maintained by cities, bicycle paths, storm water retention ponds, state park land, wellheads, environmentally sensitive areas, school zones, roadsides adjacent to individual properties with current or annual no-spray agreements, and areas set aside for documented testing and evaluation of alternative practices and new technologies.

3.1. Interchanges/Intersections

3.1.1. Policy and objectives

Interchange and major intersections areas are managed consistent with roadside operational, safety, and environmental functions to address sight distance, water quality, noxious and nuisance weed control, and overall visual quality. Interchange areas are often developed and maintained at a higher level than general roadside areas to include storm water management facilities, pedestrian areas, and permanent vegetation designed for screening, permanent erosion control, and visual enhancement.

There are 21 interchanges along SR 16 and SR 3 in Olympic Region, Area 2. The level of roadside maintenance varies at these locations in relation to the level of development in the surrounding area. Most interchanges in this area are in rural forested settings interchanges are typically mowed along the edges of pavement and bridge abutments, with timing and frequency the same as adjacent highway sections. In more urban settings such as with the entrances into Gig Harbor, Bremerton, and Silverdale interchanges may receive a higher level of maintenance and more frequent mowing. In one case at the interchange between SR 3 and SR 304 in Bremerton, an agreement has been established to allow the city and neighboring business to create and maintain formal landscape areas.

3.2. Formally Landscaped Sections

3.2.1. Policy and objectives

Formally landscaped sections of the roadside and within interchange areas will be maintained consistent with WSDOT operational, safety, and environmental functions and within the context of the surrounding community or landscape. Remote forested roadside areas that were restored under contract or as part of the IVM process will be maintained consistent with the Zone 2 or Zone 3 goals for that section. Interchange or roadside areas occurring in more urbanized areas will receive more intensive regular maintenance as necessary.

Community Enhancement Areas, as described in the Roadside Classification Plan and mentioned above in Section 3.1.1, are areas designed and maintained in partnership with local communities and civic organizations. These areas can provide opportunities to develop interchange areas to a greater extent that would be possible through normal WSDOT construction or maintenance programs. These areas are typically maintained by agreement with the primary maintenance responsibility given to the local partner.

3.2.2. Locations by Milepost

In Olympic Region, Area 2 there are currently no formal landscape areas maintained by WSDOT. The section of SR 16 being developed in conjunction with the new Tacoma Narrows Bridge is being designed and planted as a naturally self-sustaining roadside.

3.3. Herbicide Sensitive Areas

3.3.1. Policy and objectives

WSDOT has identified areas where herbicide use will be limited to reduce any potential risk to the environment or human health. In areas designated as herbicide sensitive areas within Area 1, no herbicide will be applied to the shoulders and grasses will be allowed to establish to the edge of pavement, except for areas under guardrail. Under guardrail in herbicide sensitive areas, Zone 1 will be maintained with an annual application of non-selective post emergent herbicide and surfactants approved for use in aquatic ecosystems. Herbicide applications in herbicide sensitive areas when required for noxious or nuisance weed control, maintenance Zone 1 under guardrail, or applications made in combination with mechanical methods for control of undesirable trees will be made with through spray equipment with hand held nozzles.

The Washington State Department of Agriculture maintains a list of individuals who have been diagnosed with Multiple Chemical Sensitivity (MCS). WSDOT is required by law to notify these individuals when making herbicide applications to roadside locations if the highway right of way is adjacent to their property and their principle residence is within one-half mile of the application.

3.3.2. Methods

Activity descriptions for designated areas are indicated in Appendix D, Special Maintenance Areas, Table 3.0. IVM prescriptions for treatments in herbicide sensitive areas are included in Appendix A as they relate to the various types of maintenance.

3.3.3. Locations by Milepost

Special maintenance areas are listed all together in Appendix D, Special Maintenance Areas, Table 3.0. Herbicide sensitive areas are also listed in relation to the maintenance of Zone 1 in Appendix B, Zone 1 Maintenance, Table 1.1.2.

3.4. Maintenance Testing and Evaluation Areas

3.4.1. Policy and objectives

Locations along highways throughout the state have been set aside for testing and evaluation of alternative practices and new technologies. Testing and evaluation may also occur outside these areas, but for the most critical issues areas are designated and monitored to formally evaluate the benefit cost of various roadside maintenance and IVM practices.

3.4.2. Methods

Types of tests are briefly described in Appendix D, Special Maintenance Areas, Table 3.0. The IVM Treatment Record database is the primary means for documenting activities and results at each location. WSDOT will also develop special reports on significant findings resulting from these tests when conclusive evidence is obtained.

3.4.3. Locations by Milepost

Testing and evaluation areas are listed all together in Appendix D, Special Maintenance Areas, Table 3.0. Areas are also listed in relation to testing of alternatives for maintenance of Zone 1 in Appendix B, Zone 1 Maintenance, Table 1.1.2.

3.5. Adopt-a-Highway and Owner Will Maintain Agreements

3.5.1. Policy and objectives

The Adopt-a-Highway program is a program that allows private citizens, volunteer groups, and businesses an opportunity to contribute to an enhanced roadside appearance through direct partnership with WSDOT. The program improves the overall appearance of the roadside primarily through litter control, although other activities that improve the visual and environmental condition of the roadside are permitted as well including limited planting and maintenance of specific areas. Other partnership opportunities are possible through general permits and agreements. Volunteer groups that do enhancement planting on WSDOT roadsides are typically required to establish and maintain the plantings. Communities may partner with WSDOT to develop and maintain selected Community Enhancement Areas as described in the Roadside Classification Plan.

Neighboring property owners may enter into an agreement with WSDOT where they take responsibility for the vegetation management activities along their property next to state right of way. These "owner will maintain" agreements are established through a General Permit and are required to be renewed on an annual basis. These agreements are typically implemented in cases where a neighboring property owner desires a higher level of care in front of their business or residence, or prefers maintaining the area to avoid WSDOT herbicide applications near their home or business.

3.5.2. Locations by Milepost

Locations where partnership agreements exist for accomplishment of roadside maintenance are listed in Appendix D, Special Maintenance Areas, Table 3.0.

3.6. Environmentally Sensitive Areas

3.6.1. Policy and objectives

As a state agency and environmental steward, WSDOT is committed to conducting it activities in accordance with the dictates of sound environmental protection practices, including pollution prevention, work to avoid, minimize and appropriately mitigate adverse environmental impacts, and to comply with all environmental laws and regulations applicable to our business and activities.

Numerous environmentally sensitive areas such as streams, rivers, wetlands, lakes, and salt-water beaches containing habitat and species protected by the Endangered Species Act, as well as drinking water recharge areas occurring in close proximity to the highway system and sometimes require alternative management techniques or specialized emergency response plans in order to reasonably avoid or minimize environmental or water quality impacts. Since Integrated Vegetation Management (IVM) techniques will be used along all state highways in this area to mitigate impacts from highway operation through the establishment of naturally self-sustaining plant communities in these areas, practices will not vary within these designated areas.

In compliance with the Regional Road Maintenance Endangered Species Act Program Guidelines, as agreed upon with the National Marine Fisheries Service, WSDOT has identified, mapped and located in the field all highway sections within 300 feet of rivers, wetlands and natural water bodies.

3.6.2. Special Considerations/Actions

With the exception of the limitations on herbicide use where they occur as described in Section 3.3 above, WSDOT will maintain roadside vegetation in these areas consistent with the descriptions and prescriptions dictated in this plan. IVM techniques will be used to target specific noxious weeds that occur in these areas to maintain control with the least amount of impact to the surrounding environment. All control measures will conform to applicable state and federal laws, label restrictions, and acceptable best management practices.

3.6.3. Locations by Type and Milepost

See Appendix D, Special Maintenance Areas, Table 3.0

3.7. Storm Water Management Facilities

3.7.1. Policy and Objectives

Storm water management facilities include bio-filtration swales, retention ponds and infiltration ponds.

Storm water management facilities will be managed for noxious and nuisance weeds, and tree and brush control following the same guidelines mentioned in previous sections. The primary objectives with regard vegetation management within these facilities are maintenance of the functionality in terms of the designed volume of retention and water flow, and the maintenance of the surrounding fence.

3.7.2. Activities and Methods

Noxious weed control will be conducted at all storm water management facilities as necessary. Control of nuisance weeds in will be coordinated with nuisance weed control along the adjacent roadside. Trees and brush should be cleared along both sides of the perimeter fencing (when present) for a width of approximately 8 feet as needed. Inlets and outfalls should be monitored and kept clear of vegetation and debris as well.

Refer to vegetation management prescriptions for specific weed, tree and brush species in Sections 1 and 2 of this document for timing and control methods.

3.7.3. Locations table by Milepost

See Appendix D, Special Maintenance Areas, Table 3.0

3.8. Wetland Mitigation Sites

3.8.1. Policy and Objectives

Wetland mitigation design and construction is done to offset unavoidable impacts to naturally occurring wetlands from highway construction. In these cases new wetlands are created on WSDOT right of way and vegetation is managed to provide environmental functions similar to those eliminated in other areas by the highway's presence.

Wetland mitigation sites are carefully monitored for up to 10 years following their creation to ensure compliance with environmental regulation. In most cases

vegetation in these sites is planted and established through the construction process so the actions by the maintenance area are not required unless noxious weeds or hazardous trees become an issue within the sites. In most cases monitoring and management of wetland mitigation sites is accomplished through the Headquarters or Regional Environmental Offices. However, it is important that maintenance be aware of the locations of wetland mitigation sites to avoid incidental impact to the required environmental functions of the sites.

3.8.2. Locations table by Milepost

See Appendix D, Special Maintenance Areas, Table 3.0

Appendix A

Appendix A Integrated Vegetation Management Prescriptions

Tree and Brush Control

Tree and Brush Control - *Alder, Maple, Cottonwood (trees under 6' ht.)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
zone 2	as soon as seedlings become visible w/in 30' of fog line (no guardrail present)	control of seedling trees that may impact roadside function if allowed to grow.	selective foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Garlon 3A w/ Redi-vert at label rate. Krenite S on alder at recommended label rates	late fall to avoid brown out	Seed and fertilize or plant to establish low growing native plant community.

Tree and Brush Control - *Alder, Maple, Cottonwood (trees over 6' ht.)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
zone 2	whenever trees are likely or have potential to grow and fall on the highway	control of young trees that may impact roadside function if allowed to grow.	hand cutting, treatment of cut surface w/ herbicide chip debris in zone 2	power saws, loppers, chipper, backpack or hand-held sprayer	Garlon 4 at label rate for cut-stump treatment	anytime	Seed and fertilize or plant to establish low growing native plant community.

Tree and Brush Control - *Conifers (trees under 2' ht.)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
zone 1 or 2	as soon as seedlings become visible w/in 30' of fog line (no guardrail present)	control of seedling trees that may impact roadside function if allowed to grow.	foliar treatment w/ herbicide	tank sprayer where possible, backpack sprayer where necessary	Garlon 4, Escort, or Krenite S at labelled rates apply w/ Redi-vert when possible	mid summer when new growth is present	Seed and fertilize or plant to establish low growing native plant community.

Tree and Brush Control - *Conifers (trees under 2' ht.)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
zone 1 or 2	as soon as seedlings become visible w/in 30' of fog line (no guardrail present)	control of seedling trees that may impact roadside function if allowed to grow.	hand pulling transplant if possible	Weed Wrench optional		anytime	Seed and fertilize or plant to establish low growing native plant community.

Tree and Brush Control - *Conifers (trees over 2' ht.)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
zone 2 or 3	whenever tree has been identified as defective or likely to fall on the highway	control of trees that may impact roadside function if allowed to grow.	hand cutting chip debris in zone 2 if necessary	power saws, chipper,		anytime	Seed and fertilize or plant to establish low growing native plant community.

Appendix A Integrated Vegetation Management Prescriptions

Noxious Weed Control

Noxious Weed Control - *Meadow knapweed (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	spot treatment w/ herbicide most effective	tank sprayer where possible, backpack sprayer where necessary	Transline or Garlon 3A at recommended label rates	growing season	Reapply as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Spotted knapweed (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	spot treatment w/ herbicide	backpack sprayer, pickup, etc.	Transline at recommended label rates	growing season	Reapply as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Spotted knapweed (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	as soon as plants appear	eradication and control of listed noxious weeds.	hand removal (roots must be removed) remove plant from site	labor, transportation	none required	when visible	Repeat as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Tansy ragwort (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	spot treatment w/ herbicide	tank sprayer where possible, backpack sprayer where necessary	Transline or Garlon 3A at recommended label rates	spray by May	Reapply as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Tansy ragwort (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	as soon as plants appear	eradication and control of listed noxious weeds.	hand removal* * may include cut stem treatment		none required* * Round-up in spray bottle for cut stem treatment.	pull by May	Repeat as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Dalmation toadflax (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	spot treatment w/ herbicide	backpack sprayer or spray bottle, pickup, etc.	Telar at label rates w/ silicon based surfactant	when in bloom June - August	Reapply as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Dalmation toadflax (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	as soon as plants appear	eradication and control of listed noxious weeds.	hand removal remove plant from site if flowers or seeds are present	labor, transportation	none required	pull by May	Repeat as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Poison hemlock (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	spot treatment w/ herbicide	backpack sprayer, pickup, etc.	Telar or Round up at recommended label rates	spray by April	Reapply as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Poison hemlock (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	as soon as plants appear	eradication and control of listed noxious weeds.	hand removal remove plant from site if flowers or seeds are present	labor, transportation	none required	pull by April	Repeat as necessary. Seed and fertilize to reduce weed competition.

Noxious Weed Control - *Canadian thistle (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	wherever present	eradication and control of selected nuisance weeds and brush.	foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Transline, Garlon, or Rodeo where appropriate at recommended label rates	at bud set June-July	Repeat annually as necessary.

Nuisance Weed Control

Nuisance Weed Control - *Scotch broom (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	wherever new infestations occur (dependent on available resources)	minimize populations and prevent further spread of nuisance weeds	foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Garlon 3A at recommended label rates apply w/ Redi-vert when possible	prior to seed	Reapply as necessary. Seed and fertilize or plant to restore native plant community.

Nuisance Weed Control - *Scotch broom (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones	wherever present (dependent on available resources)	minimize populations and prevent further spread of nuisance weeds	hand pull	Weed Wrench optional		anytime	Reapply as necessary. Seed and fertilize or plant to restore native plant community.

Nuisance Weed Control - *Scotch broom (C)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones older established infestations	when resources are available	minimize populations and prevent further spread of nuisance weeds	mechanical control with follow-up cut stump treatment	mower, attenuator, backpack sprayer or spray bottle where necessary	Garlon 3A at label rates	after mowing	Re-cut/treat as necessary Seed and fertilize or plant to restore native plant community.

Nuisance Weed Control - *Himalayan blackberry (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	wherever present (dependent on available resources)	control and eradication of selected nuisance weeds and brush.	foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Garlon 3A at label rates	fall after berries drop	Reapply as necessary. Seed and fertilize or plant to restore native plant community.

Nuisance Weed Control - *Himalayan blackberry (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones older established infestations	when resources are available	minimize populations and prevent further spread of nuisance weeds	mechanical control with follow-up cut stump treatment	mower or hand labor, backpack sprayer or spray bottle where necessary	Garlon 4 at label rates	after mowing in fall	Re-cut/treat as necessary Seed and fertilize or plant to restore native plant community.

Nuisance Weed Control - *Knotweed species (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones new or limited infestations	wherever present (dependent on available resources)	minimize populations and prevent further spread of nuisance weeds	foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Garlon 3A at label rates (up to 5% solution)	growing season	Reapply when necessary - may take multiple applications. Restore site w/ native vegetation.

Nuisance Weed Control - *Knotweed species (B)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
all zones older established infestations	when resources are available	control and eradication of selected nuisance weeds and brush.	stem injection w/ herbicide	injection equipment	Concentrated Roundup or Garlon.	Any time of year	Re-treat green stems as necessary. Restore site w/ native vegetation.

Nuisance Weed Control - *Horsetail (A)*

Location Type	Action Threshold	Management Goal	Method	Equipment	Materials	Timing	IVM Follow-up
near pavement edge, no zone 1	wherever present	control and eradication of selected nuisance weeds	foliar treatment w/ herbicide	truck mounted sprayer where possible, backpack sprayer where necessary	Telar @ 1.5 oz/acre	1x during growing season	Reapply as necessary.

Appendix B

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
003	Increase	RS	0.00	0.89	Z 1
003	Increase	RS	0.89	0.93	GR
003	Increase	RS	0.93	0.95	Mill Creek Bridge
003	Increase	RS	0.95	0.96	GR
003	Increase	RS	0.96	1.00	Z 1
003	Increase	RS	1.00	1.11	Curb
003	Increase	RS	1.11	1.17	Z 1
003	Increase	RS	1.17	1.26	Curb
003	Increase	RS	1.26	1.44	Z 1
003	Increase	RS	1.44	1.46	GR
003	Increase	RS	1.46	1.55	Curb
003	Increase	RS	1.55	1.59	GR
003	Increase	RS	1.59	3.57	City of Shelton maintained
003	Increase	RS	3.57	3.93	GR
003	Increase	RS	3.93	3.98	Z 1
003	Increase	RS	3.98	4.38	GR
003	Increase	RS	4.38	5.66	Z 1
003	Increase	RS	5.66	6.02	GR
003	Increase	RS	6.02	6.55	Z 1
003	Increase	RS	6.55	6.57	GR
003	Increase	RS	6.57	6.59	Johns Creek Bridge
003	Increase	RS	6.59	6.60	GR
003	Increase	RS	6.60	6.63	Curb
003	Increase	RS	6.63	8.75	Z 1
003	Increase	RS	8.57	8.59	Cranberry Creek Bridge
003	Increase	RS	8.59	8.90	Z 1
003	Increase	RS	8.90	8.92	GR
003	Increase	RS	8.92	8.94	Deer Creek Bridge
003	Increase	RS	8.94	8.95	GR
003	Increase	RS	8.95	12.03	Z 1
003	Increase	RS	12.03	12.18	GR
003	Increase	RS	12.18	14.18	Z 1
003	Increase	RS	14.18	14.20	GR
003	Increase	RS	14.20	16.47	Z 1
003	Increase	RS	16.47	16.49	GR
003	Increase	RS	16.49	20.32	Z 1
003	Increase	RS	20.32	20.36	GR
003	Increase	RS	20.36	20.38	Sherwood Creek Bridge
003	Increase	RS	20.38	20.39	GR
003	Increase	RS	20.39	20.65	Z 1
003	Increase	RS	20.65	20.67	GR
003	Increase	RS	20.67	20.74	City of Allyn/NO
003	Increase	RS	20.74	21.94	Z 1
003	Increase	RS	21.94	21.97	GR

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
003	Increase	RS	21.97	22.37	Z 1
003	Increase	RS	22.37	22.45	GR
003	Increase	RS	22.45	22.69	JB
003	Increase	RS	22.69	23.24	Z 1
003	Increase	RS	23.24	23.25	GR
003	Increase	RS	23.25	23.78	Z 1
003	Increase	RS	23.78	23.81	GR
003	Increase	RS	23.81	25.29	Z 1
003	Increase	RS	25.29	25.31	GR
003	Increase	RS	25.31	26.23	Z 1
003	Increase	RS	26.23	26.24	Curb
003	Increase	RS	26.24	27.32	Z 1
003	Increase	RS	27.32	27.38	GR
003	Increase	RS	27.38	27.64	Z 1
003	Increase	RS	27.64	27.70	GR
003	Increase	RS	27.70	29.60	Z 1
003	Increase	RS	29.60	29.65	GR
003	Increase	RS	29.65	32.09	Z 1
003	Increase	RS	32.09	32.13	GR
003	Increase	RS	32.13	32.60	Z 1
003	Increase	RS	32.60	32.66	GR
003	Increase	RS	32.66	33.62	Z 1
003	Increase	RS	33.62	33.71	GR
003	Increase	RS	33.71	34.35	Z 1
003	Increase	RS	34.35	34.62	Raised Structure
003	Increase	RS	34.62	34.67	JB
003	Increase	RS	34.67	34.85	Z 1
003	Increase	RS	34.85	34.89	GR
003	Increase	RS	34.89	34.94	Z 1
003	Increase	RS	34.94	35.05	GR
003	Increase	RS	35.05	35.16	Z 1
003	Increase	RS	35.16	35.24	GR
003	Increase	RS	35.24	35.33	Z 1
003	Increase	RS	35.33	35.43	GR
003	Increase	RS	35.43	35.74	Z 1
003	Increase	RS	35.74	36.05	GR
003	Increase	RS	36.05	36.25	Z 1
003	Increase	RS	36.25	36.26	GR
003	Increase	RS	36.26	36.33	JB
003	Increase	RS	36.33	36.50	GR
003	Increase	RS	36.50	36.97	Z 1
003	Increase	RS	36.97	36.98	GR
003	Increase	RS	36.98	37.02	Wall Structure
003	Increase	RS	37.02	38.27	Z 1

Table 1.1.3

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SR	Direction	Shoulder	BEG MP	END MP	Description
003	Increase	RS	38.27	38.29	GR
003	Increase	RS	38.29	38.33	SR 310-KITSAP WAY
003	Increase	RS	38.33	38.43	Z 1
003	Increase	RS	38.43	39.03	GR
003	Increase	RS	39.03	39.09	Z 1
003	Increase	RS	39.09	39.15	GR
003	Increase	RS	39.15	39.28	Z 1
003	Increase	RS	39.28	39.34	GR
003	Increase	RS	39.34	40.29	Z 1
003	Increase	RS	40.29	40.44	GR
003	Increase	RS	40.44	40.47	Erland PT. Rd. Bridge
003	Increase	RS	40.47	40.59	GR
003	Increase	RS	40.59	40.73	Z 1
003	Increase	RS	40.73	40.92	GR
003	Increase	RS	40.92	40.95	Z 1
003	Increase	RS	40.95	41.10	GR
003	Increase	RS	41.10	41.14	Chico Way Bridge
003	Increase	RS	41.14	41.29	GR
003	Increase	RS	41.29	41.52	Z 1
003	Increase	RS	41.52	41.66	GR
003	Increase	RS	41.66	42.54	Z 1
003	Increase	RS	42.54	42.61	GR
003	Increase	RS	42.61	43.48	Z 1
003	Increase	RS	43.48	43.49	GR
003	Increase	RS	43.49	43.54	Newberry Hill RD Bridge
003	Increase	RS	43.54	43.66	GR
003	Increase	RS	43.66	43.72	Z 1
003	Increase	RS	43.72	44.05	GR
003	Increase	RS	44.05	44.67	Z 1
003	Increase	RS	44.67	44.70	GR
003	Increase	RS	44.70	44.73	Anderson Hill Rd. Bridge
003	Increase	RS	44.73	46.26	Z 1
003	Increase	RS	46.26	46.27	GR
003	Increase	RS	46.27	47.42	Z 1
003	Increase	RS	47.42	47.43	GR
003	Increase	RS	47.43	47.69	Z 1
003	Increase	RS	47.69	47.73	GR
003	Increase	RS	47.73	48.44	Z 1
003	Increase	RS	48.44	48.47	GR
003	Increase	RS	48.47	48.50	SR 308 Bridge
003	Increase	RS	48.50	49.39	Z 1
003	Increase	RS	49.39	49.54	GR
003	Increase	RS	49.54	50.18	Z 1
003	Increase	RS	50.18	50.22	GR

Table 1.1.3

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SR	Direction	Shoulder	BEG MP	END MP	Description
003	Increase	RS	50.22	50.54	Z 1
003	Increase	RS	50.54	50.66	GR
003	Increase	RS	50.66	50.68	Z 1
003	Increase	RS	50.68	51.01	GR
003	Increase	RS	51.01	52.71	Z 1
003	Increase	RS	52.71	52.75	GR
003	Increase	RS	52.75	52.78	SR 305 Bridge
003	Increase	RS	52.78	53.37	Z 1
003	Increase	RS	53.37	53.52	GR
003	Increase	RS	53.52	57.03	Z 1
003	Increase	RS	57.03	57.08	GR
003	Increase	RS	57.08	57.24	Z 1
003	Increase	RS	57.24	57.26	GR
003	Increase	RS	57.26	58.19	Z 1
003	Increase	RS	58.19	58.22	GR
003	Increase	RS	58.22	58.47	Z 1
003	Increase	RS	58.47	58.50	GR
003	Increase	RS	58.50	59.36	Z 1
003	Increase	RS	59.36	59.39	GR
003	Increase	RS	59.39	59.51	Z 1
003	Increase	RS	59.51	59.53	GR
003	Increase	RS	59.53	59.55	Z 1
003	Increase	RS	59.55	59.57	GR
003	Increase	RS	59.57	60.02	Z 1
003	Increase	LS	34.68	38.49	JB/No Median
003	Increase	LS	38.49	38.56	Z 1
003	Increase	LS	38.56	38.57	GR
003	Increase	LS	38.57	39.49	Z 1
003	Increase	LS	39.49	39.50	GR
003	Increase	LS	39.50	40.41	Z 1
003	Increase	LS	40.41	40.44	GR
003	Increase	LS	40.44	40.47	Erland PT. Rd. Bridge
003	Increase	LS	40.47	41.07	Z 1
003	Increase	LS	41.07	41.10	GR
003	Increase	LS	41.10	41.14	Chico Way Bridge
003	Increase	LS	41.14	43.47	Z 1
003	Increase	LS	43.47	43.49	GR
003	Increase	LS	43.49	43.54	Newberry Hill RD Bridge
003	Increase	LS	43.54	44.66	Z 1
003	Increase	LS	44.66	44.70	GR
003	Increase	LS	44.70	44.73	Anderson Hill Rd. Bridge
003	Increase	LS	44.73	48.43	Z 1
003	Increase	LS	48.43	48.47	GR

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
003	Increase	LS	48.47	48.50	SR 308 Bridge
003	Increase	LS	48.50	52.73	Z 1
003	Increase	LS	52.73	52.75	GR
003	Increase	LS	52.75	52.78	SR 305 Bridge
003	Increase	LS	52.79	52.80	GR
003	Increase	LS	52.80	53.45	Z 1
003	Decrease	RS	60.62	59.55	Z 1
003	Decrease	RS	59.55	59.52	GR
003	Decrease	RS	59.52	59.41	Z 1
003	Decrease	RS	59.41	59.38	GR
003	Decrease	RS	59.38	58.50	Z 1
003	Decrease	RS	58.50	58.47	GR
003	Decrease	RS	58.47	58.21	Z 1
003	Decrease	RS	58.21	58.18	GR
003	Decrease	RS	58.18	57.87	Z 1
003	Decrease	RS	57.87	57.84	GR
003	Decrease	RS	57.84	57.07	Z 1
003	Decrease	RS	57.07	57.04	GR
003	Decrease	RS	57.04	55.39	Z 1
003	Decrease	RS	55.39	55.37	GR
003	Decrease	RS	55.37	52.80	Z 1
003	Decrease	RS	52.80	52.78	GR
003	Decrease	RS	52.78	52.75	SR 305 Bridge
003	Decrease	RS	52.75	52.24	Z 1
003	Decrease	RS	52.24	52.21	GR
003	Decrease	RS	52.21	50.99	Z 1
003	Decrease	RS	50.99	50.77	GR
003	Decrease	RS	50.77	49.56	Z 1
003	Decrease	RS	49.56	49.45	GR
003	Decrease	RS	49.45	48.53	Z 1
003	Decrease	RS	48.53	48.50	GR
003	Decrease	RS	48.50	48.47	SR 308 Bridge
003	Decrease	RS	48.47	47.77	Z 1
003	Decrease	RS	47.77	47.71	GR
003	Decrease	RS	47.71	46.42	Z 1
003	Decrease	RS	46.42	46.40	GR
003	Decrease	RS	46.40	46.27	Z 1
003	Decrease	RS	46.27	46.25	GR
003	Decrease	RS	46.25	45.01	Z 1
003	Decrease	RS	45.01	44.72	GR
003	Decrease	RS	44.72	44.69	Anderson Hill Rd. Bridge
003	Decrease	RS	44.69	43.53	Z 1
003	Decrease	RS	43.53	43.52	GR

Table 1.1.3
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SR	Direction	Shoulder	BEG MP	END MP	Description
003	Decrease	RS	43.52	43.48	Newberry Hill RD Bridge
003	Decrease	RS	43.48	43.37	GR
003	Decrease	RS	43.37	41.94	Z 1
003	Decrease	RS	41.94	41.93	GR
003	Decrease	RS	41.93	41.42	Z 1
003	Decrease	RS	41.42	41.29	GR
003	Decrease	RS	41.29	41.11	Z 1
003	Decrease	RS	41.11	41.10	GR
003	Decrease	RS	41.10	41.06	Chico Way Bridge
003	Decrease	RS	41.06	40.78	GR
003	Decrease	RS	40.78	40.48	Z 1
003	Decrease	RS	40.48	40.45	GR
003	Decrease	RS	40.45	40.42	Erland PT. Rd. Bridge
003	Decrease	RS	40.42	40.25	GR
003	Decrease	RS	40.25	40.19	Z 1
003	Decrease	RS	40.19	40.04	GR
003	Decrease	RS	40.04	39.77	Z 1
003	Decrease	RS	39.77	39.75	GR
003	Decrease	RS	39.75	39.32	Z 1
003	Decrease	RS	39.32	39.30	GR
003	Decrease	RS	39.30	38.44	Z 1
003	Decrease	RS	38.44	38.33	GR
003	Decrease	RS	38.33	38.28	SR 310-KITSAP WAY
003	Decrease	RS	38.28	38.09	GR
003	Decrease	RS	38.09	36.58	Z 1
003	Decrease	RS	36.58	36.57	GR
003	Decrease	RS	36.57	36.51	Wall Structure
003	Decrease	RS	36.51	36.20	Z 1
003	Decrease	RS	36.20	36.07	JB
003	Decrease	RS	36.07	35.94	Z 1
003	Decrease	RS	35.94	35.86	JB
003	Decrease	RS	35.86	34.88	Z 1
003	Decrease	RS	34.88	34.86	GR
003	Decrease	RS	34.86	34.78	Z 1
003	Decrease	RS	34.78	34.69	JB
003	Decrease	RS	34.69	34.62	Curb
003	Decrease	RS	34.62	34.60	Z 1
003	Decrease	RS	36.60	34.58	Curb
003	Decrease	RS	34.58	34.57	JB
003	Decrease	RS	34.57	34.56	Gorst Creek Bridge
003	Decrease	RS	34.56	34.55	JB
003	Decrease	RS	34.55	34.41	Curb
003	Decrease	RS	34.41	33.74	Z 1
003	Decrease	RS	33.74	33.64	GR

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SR	Direction	Shoulder	BEG MP	END MP	Description
003	Decrease	RS	33.64	33.57	Z 1
003	Decrease	RS	33.57	33.44	GR
003	Decrease	RS	33.44	33.28	Z 1
003	Decrease	RS	33.28	33.13	GR
003	Decrease	RS	33.13	32.97	Z 1
003	Decrease	RS	32.97	32.86	GR
003	Decrease	RS	32.86	32.66	Z 1
003	Decrease	RS	32.66	32.58	GR
003	Decrease	RS	32.58	32.14	Z 1
003	Decrease	RS	32.14	32.04	GR
003	Decrease	RS	32.04	29.70	Z 1
003	Decrease	RS	29.70	29.60	GR
003	Decrease	RS	29.60	27.45	Z 1
003	Decrease	RS	27.45	27.36	GR
003	Decrease	RS	27.36	27.31	Z 1
003	Decrease	RS	27.31	27.22	GR
003	Decrease	RS	27.22	26.64	Z 1
003	Decrease	RS	26.64	26.22	Curb
003	Decrease	RS	26.22	25.33	Z 1
003	Decrease	RS	25.33	25.30	GR
003	Decrease	RS	25.30	24.89	Z 1
003	Decrease	RS	24.89	24.85	GR
003	Decrease	RS	24.85	23.83	Z 1
003	Decrease	RS	23.83	23.80	GR
003	Decrease	RS	23.80	22.71	Z 1
003	Decrease	RS	22.71	22.62	JB
003	Decrease	RS	22.62	20.41	Z 1
003	Decrease	RS	20.41	20.39	GR
003	Decrease	RS	20.39	20.36	Sherwood Creek Bridge
003	Decrease	RS	20.36	20.35	GR
003	Decrease	RS	20.35	16.52	Z 1
003	Decrease	RS	16.52	16.47	GR
003	Decrease	RS	16.47	16.42	Z 1
003	Decrease	RS	16.42	16.25	GR
003	Decrease	RS	16.25	14.20	Z 1
003	Decrease	RS	14.20	14.17	GR
003	Decrease	RS	14.17	11.99	Z 1
003	Decrease	RS	11.99	11.89	GR
003	Decrease	RS	11.89	10.75	Z 1
003	Decrease	RS	10.75	10.69	GR
003	Decrease	RS	10.69	8.95	Z 1
003	Decrease	RS	8.95	8.92	GR
003	Decrease	RS	8.92	8.91	Deer Creek Bridge
003	Decrease	RS	8.91	8.90	GR

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SR	Direction	Shoulder	BEG MP	END MP	Description
003	Decrease	RS	8.90	8.58	Z 1
003	Decrease	RS	8.58	8.57	GR
003	Decrease	RS	8.57	8.56	Cranberry Creek Bridge
003	Decrease	RS	8.56	8.55	GR
003	Decrease	RS	8.55	6.60	Z 1
003	Decrease	RS	6.60	6.59	GR
003	Decrease	RS	6.59	6.57	Johns Creek Bridge
003	Decrease	RS	6.57	6.55	GR
003	Decrease	RS	6.55	3.38	Z 1
003	Decrease	RS	3.57	1.59	City of Shelton
003	Decrease	RS	1.59	1.47	Curb
003	Decrease	RS	1.47	0.95	Z 1
003	Decrease	RS	0.95	0.94	GR
003	Decrease	RS	0.94	0.92	Mill Creek Bridge
003	Decrease	RS	0.92	0.91	GR
003	Decrease	RS	0.91	0.82	Z 1
003	Decrease	RS	0.82	0.78	GR
003	Decrease	RS	0.78	0.00	Z 1
003	Decrease	LS	53.45	52.81	Z 1
003	Decrease	LS	52.81	52.78	GR
003	Decrease	LS	52.78	52.75	SR 305 Bridge
003	Decrease	LS	52.75	52.74	GR
003	Decrease	LS	52.74	48.53	Z 1
003	Decrease	LS	48.53	48.50	GR
003	Decrease	LS	48.50	48.47	SR 308 Bridge
003	Decrease	LS	48.47	44.77	Z 1
003	Decrease	LS	44.77	44.72	GR
003	Decrease	LS	44.72	44.69	Anderson Hill Rd. Bridge
003	Decrease	LS	44.69	43.55	Z 1
003	Decrease	LS	43.55	43.52	GR
003	Decrease	LS	43.52	43.48	Newberry Hill RD Bridge
003	Decrease	LS	43.48	41.13	Z 1
003	Decrease	LS	41.13	41.10	GR
003	Decrease	LS	41.07	40.48	Z 1
003	Decrease	LS	40.48	40.45	GR
003	Decrease	LS	40.45	40.42	Erland PT. Rd. Bridge
003	Decrease	LS	40.42	39.50	Z 1
003	Decrease	LS	39.50	39.47	GR
003	Decrease	LS	39.47	38.57	Z 1
003	Decrease	LS	38.57	38.55	GR
003	Decrease	LS	38.55	38.45	Z 1
016	Increase	RS	8.43	8.48	Z 1

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SR	Direction	Shoulder	BEG MP	END MP	Description
016	Increase	RS	8.48	8.70	Curb
016	Increase	RS	8.70	8.92	Z 1
016	Increase	RS	8.92	9.16	Curb
016	Increase	RS	9.16	9.44	Z 1
016	Increase	RS	9.44	9.55	Curb
016	Increase	RS	9.55	10.17	Z 1
016	Increase	RS	10.17	10.26	Curb
016	Increase	RS	10.26	11.31	Z 1
016	Increase	RS	11.31	11.55	GR
016	Increase	RS	11.55	12.25	Z 1
016	Increase	RS	12.25	12.31	GR
016	Increase	RS	12.31	12.51	Z 1
016	Increase	RS	12.51	12.75	GR
016	Increase	RS	12.75	12.78	Rosedale Rd. Bridge
016	Increase	RS	12.78	12.91	GR
016	Increase	RS	12.91	13.56	Z 1
016	Increase	RS	13.56	13.68	GR
016	Increase	RS	13.68	13.88	Z 1
016	Increase	RS	13.88	14.09	GR
016	Increase	RS	14.09	14.17	Curb
016	Increase	RS	14.17	14.48	Z 1
016	Increase	RS	14.48	14.77	GR
016	Increase	RS	14.77	15.72	Z 1
016	Increase	RS	15.72	15.74	GR
016	Increase	RS	15.74	15.79	SR 302 Bridge
016	Increase	RS	15.79	16.50	Z 1
016	Increase	RS	16.50	16.61	GR
016	Increase	RS	16.61	17.57	Z 1
016	Increase	RS	17.57	17.71	GR
016	Increase	RS	17.71	19.51	Z 1
016	Increase	RS	19.51	19.53	Curb
016	Increase	RS	19.53	20.42	Z 1
016	Increase	RS	20.42	20.51	GR
016	Increase	RS	20.51	20.97	Z 1
016	Increase	RS	20.97	21.13	GR
016	Increase	RS	21.13	21.54	Z 1
016	Increase	RS	21.54	21.58	GR
016	Increase	RS	21.58	22.58	Z 1
016	Increase	RS	22.58	22.60	GR
016	Increase	RS	22.60	22.63	Mullenix Rd. Bridge
016	Increase	RS	22.63	23.56	Z 1
016	Increase	RS	23.56	23.66	GR
016	Increase	RS	23.66	23.99	Z 1
016	Increase	RS	23.99	24.08	GR

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SR	Direction	Shoulder	BEG MP	END MP	Description
016	Increase	RS	24.08	24.50	Z 1
016	Increase	RS	24.50	24.55	GR
016	Increase	RS	24.55	25.24	Z 1
016	Increase	RS	25.24	25.27	GR
016	Increase	RS	25.27	25.89	Z 1
016	Increase	RS	25.89	25.92	GR
016	Increase	RS	25.92	25.98	Sidney Rd. Bridge
016	Increase	RS	25.98	26.59	Z 1
016	Increase	RS	26.59	26.69	GR
016	Increase	RS	26.69	26.72	Clifton/Tremont Rd. Bridge
016	Increase	RS	26.72	26.77	GR
016	Increase	RS	26.77	26.85	Curb
016	Increase	RS	26.85	27.15	GR
016	Increase	RS	27.15	27.36	Z 1
016	Increase	RS	27.36	27.56	GR
016	Increase	RS	27.56	27.66	Z 1
016	Increase	RS	27.66	27.69	GR
016	Increase	RS	27.69	27.74	Z 1
016	Increase	RS	27.74	27.82	GR
016	Increase	RS	27.82	27.87	SR 166 Bridge
016	Increase	RS	27.87	28.26	GR
016	Increase	RS	28.26	28.36	Z 1
016	Increase	RS	28.36	28.41	GR
016	Increase	RS	28.41	28.47	Z 1
016	Increase	RS	28.47	28.66	Curb
016	Increase	RS	28.66	28.79	Z 1
016	Increase	RS	28.79	29.04	Curb
016	Increase	RS	29.04	29.07	Z 1
016	Increase	RS	29.07	29.14	GR
016	Increase	RS	29.14	29.19	JB
016	Increase	LS	8.70	8.86	JB/No Median
016	Increase	LS	8.86	9.27	GR/No Median
016	Increase	LS	9.27	11.97	Z 1
016	Increase	LS	11.97	12.00	GR
016	Increase	LS	12.00	12.69	Z 1
016	Increase	LS	12.69	12.75	GR
016	Increase	LS	12.75	12.78	Rosedale Rd. Bridge
016	Increase	LS	12.78	13.99	Z 1
016	Increase	LS	13.99	14.19	GR
016	Increase	LS	14.19	15.11	Z 1
016	Increase	LS	15.11	15.74	GR
016	Increase	LS	15.74	15.79	SR 302 Bridge
016	Increase	LS	15.79	16.02	GR

Table 1.1.3

Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
016	Increase	LS	16.02	22.57	Z 1
016	Increase	LS	22.57	22.60	GR
016	Increase	LS	22.60	22.63	Mullenix Rd. Bridge
016	Increase	LS	22.63	25.87	Z 1
016	Increase	LS	25.87	25.92	GR
016	Increase	LS	25.92	25.98	Sidney Rd. Bridge
016	Increase	LS	25.98	26.65	Z 1
016	Increase	LS	26.65	26.69	GR
016	Increase	LS	26.69	26.72	Clifton/Tremont Rd. Bridge
016	Increase	LS	26.72	26.96	Z 1
016	Increase	LS	26.96	27.63	JB/No Median
016	Increase	LS	27.63	27.82	JB
016	Increase	LS	27.82	27.87	SR 166 Bridge
016	Increase	LS	27.87	28.06	GR
016	Increase	LS	28.06	28.17	Z 1
016	Increase	LS	28.17	28.80	JB/No Median
016	Increase	LS	28.80	28.85	GR
016	Increase	LS	28.85	29.04	Z 1
016	Increase	LS	29.04	29.19	JB/No Median
016	Decrease	RS	29.19	29.03	Z 1
016	Decrease	RS	29.03	29.00	GR
016	Decrease	RS	29.00	28.87	Curb
016	Decrease	RS	28.87	28.79	GR
016	Decrease	RS	28.79	28.22	Z 1
016	Decrease	RS	28.22	28.21	GR
016	Decrease	RS	28.21	27.66	Z 1
016	Decrease	RS	27.66	27.64	GR
016	Decrease	RS	27.64	27.54	Z 1
016	Decrease	RS	27.54	27.49	GR
016	Decrease	RS	27.49	27.14	Z 1
016	Decrease	RS	27.14	27.02B	GR
016	Decrease	RS	27.02B	26.96	Z 1
016	Decrease	RS	26.96	26.85	GR
016	Decrease	RS	26.85	26.72	Z 1
016	Decrease	RS	26.72	26.71	GR
016	Decrease	RS	26.71	26.68	Clifton/Tremont Rd. Bridge
016	Decrease	RS	26.68	26.64	Z 1
016	Decrease	RS	26.64	26.43	GR
016	Decrease	RS	26.43	26.35	Z 1
016	Decrease	RS	26.35	26.20	GR
016	Decrease	RS	26.20	26.11	Z 1
016	Decrease	RS	26.11	25.99	GR
016	Decrease	RS	25.99	25.95	Z 1

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
016	Decrease	RS	25.95	25.92	GR
016	Decrease	RS	25.92	25.87	Sidney Rd. Bridge
016	Decrease	RS	25.87	25.30	Z 1
016	Decrease	RS	25.30	25.20	GR
016	Decrease	RS	25.20	24.56	Z 1
016	Decrease	RS	24.56	24.54	GR
016	Decrease	RS	24.54	24.43	Z 1
016	Decrease	RS	24.43	24.32	GR
016	Decrease	RS	24.32	24.19	Z 1
016	Decrease	RS	24.19	23.95	GR
016	Decrease	RS	23.95	23.70	Z 1
016	Decrease	RS	23.70	23.55	GR
016	Decrease	RS	23.55	23.06	Z 1
016	Decrease	RS	23.06	23.02	GR
016	Decrease	RS	23.02	22.79	Z 1
016	Decrease	RS	22.79	22.64	GR
016	Decrease	RS	22.64	22.61	Mullenix Rd. Bridge
016	Decrease	RS	22.61	22.31	Z 1
016	Decrease	RS	22.31	22.15	GR
016	Decrease	RS	22.15	21.86	Z 1
016	Decrease	RS	21.86	20.89	Curb
016	Decrease	RS	20.89	20.20	Z 1
016	Decrease	RS	20.20	20.12	GR
016	Decrease	RS	20.12	20.08	Z 1
016	Decrease	RS	20.08	20.07	GR
016	Decrease	RS	20.07	19.92	Z 1
016	Decrease	RS	19.92	19.68	Curb
016	Decrease	RS	19.68	19.55	Z 1
016	Decrease	RS	19.55	19.22	GR
016	Decrease	RS	19.22	18.97	Z 1
016	Decrease	RS	18.97	18.67	Curb
016	Decrease	RS	18.67	17.71	Z 1
016	Decrease	RS	17.71	17.50	GR
016	Decrease	RS	17.50	16.64	Z 1
016	Decrease	RS	16.64	16.13	GR
016	Decrease	RS	16.13	15.97	Z 1
016	Decrease	RS	15.97	15.82	GR
016	Decrease	RS	15.82	15.78	SR 302 Bridge
016	Decrease	RS	15.78	15.60	Z 1
016	Decrease	RS	15.60	15.48	GR
016	Decrease	RS	15.48	15.40	Z 1
016	Decrease	RS	15.40	15.11	GR
016	Decrease	RS	15.11	14.89	Curb
016	Decrease	RS	14.89	14.66	Z 1

Table 1.1.3

Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
016	Decrease	RS	14.66	14.49	GR
016	Decrease	RS	14.49	14.38	Curb
016	Decrease	RS	14.38	14.05	Z 1
016	Decrease	RS	14.05	13.90	GR
016	Decrease	RS	13.90	13.66	Z 1
016	Decrease	RS	13.66	13.51	GR
016	Decrease	RS	13.51	12.88	Z 1
016	Decrease	RS	12.88	12.79	GR
016	Decrease	RS	12.79	12.75	Rosedale Rd. Bridge
016	Decrease	RS	12.75	12.54	GR
016	Decrease	RS	12.54	11.96	Z 1
016	Decrease	RS	11.96	11.88	GR
016	Decrease	RS	11.88	11.64	Z 1
016	Decrease	RS	11.64	11.61	GR
016	Decrease	RS	11.61	11.57	Z 1
016	Decrease	RS	11.57	11.26	GR
016	Decrease	RS	11.26	10.65	Z 1
016	Decrease	RS	10.65	10.57	Curb
016	Decrease	RS	10.57	10.38	Z 1
016	Decrease	RS	10.38	10.15	GR
016	Decrease	RS	10.15	8.43	Z 1
016	Decrease	LS	28.12	28.03	Z 1
016	Decrease	LS	28.03	27.86	GR
016	Decrease	LS	27.86	27.65	Z 1
016	Decrease	LS	27.65	26.94	JB/No Median
016	Decrease	LS	26.94	26.73	Z 1
016	Decrease	LS	26.73	26.71	GR
016	Decrease	LS	26.71	26.68	Clifton/Tremont Rd. Bridge
016	Decrease	LS	26.68	25.97	Z 1
016	Decrease	LS	25.97	25.94	GR
016	Decrease	LS	25.94	25.87	Sidney Rd. Bridge
016	Decrease	LS	25.87	22.67	Z 1
016	Decrease	LS	22.67	22.64	GR
016	Decrease	LS	22.64	22.61	Mullenix Rd. Bridge
016	Decrease	LS	22.61	15.84	Z 1
016	Decrease	LS	15.84	15.82	GR
016	Decrease	LS	15.82	15.78	SR 302 Bridge
016	Decrease	LS	15.78	13.90	Z 1
016	Decrease	LS	13.90	13.61	GR
016	Decrease	LS	13.61	13.00	Z 1
016	Decrease	LS	13.00	12.79	GR
016	Decrease	LS	12.79	12.75	Rosedale Rd. Bridge
016	Decrease	LS	12.75	12.63	GR

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
016	Decrease	LS	12.63	12.02	Z 1
016	Decrease	LS	12.02	11.99	GR
016	Decrease	LS	11.99	9.28	Z 1
101	Increase	RS	294.63	294.89	Curb
101	Increase	RS	294.89	296.13	Z 1
101	Increase	RS	296.13	296.24	GR
101	Increase	RS	296.24	296.50	Z 1
101	Increase	RS	296.50	296.62	GR
101	Increase	RS	296.62	296.63	Z 1
101	Increase	RS	296.63	296.64	GR
101	Increase	RS	296.64	296.68	Big Quilcene River Bridge
101	Increase	RS	296.68	296.87	GR
101	Increase	RS	296.87	296.98	Z 1
101	Increase	RS	296.98	297.33	GR
101	Increase	RS	297.33	297.34	Z 1
101	Increase	RS	297.34	297.38	GR
101	Increase	RS	297.38	297.43	Z 1
101	Increase	RS	297.43	297.49	GR
101	Increase	RS	297.49	297.57	Z 1
101	Increase	RS	297.57	297.62	GR
101	Increase	RS	297.62	298.30	Z 1
101	Increase	RS	298.30	298.32	GR
101	Increase	RS	298.32	298.37	Z 1
101	Increase	RS	298.37	298.50	GR
101	Increase	RS	298.50	298.58	Z 1
101	Increase	RS	298.58	299.63	GR
101	Increase	RS	299.63	299.82	Z 1
101	Increase	RS	299.82	299.88	GR
101	Increase	RS	299.88	300.06	Z 1
101	Increase	RS	300.06	300.26	GR
101	Increase	RS	300.26	300.36	Z 1
101	Increase	RS	300.36	300.38	GR
101	Increase	RS	300.38	300.47	Z 1
101	Increase	RS	300.47	300.66	GR
101	Increase	RS	300.66	300.72	Z 1
101	Increase	RS	300.72	300.89	GR
101	Increase	RS	300.89	301.07	Z 1
101	Increase	RS	301.07	301.29	GR
101	Increase	RS	301.29	301.30	Z 1
101	Increase	RS	301.30	301.44	GR
101	Increase	RS	301.44	301.82	Z 1
101	Increase	RS	301.82	301.94	GR
101	Increase	RS	301.94	302.00	Z 1

Table 1.1.3

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Increase	RS	302.00	302.11	GR
101	Increase	RS	302.11	302.19	Z 1
101	Increase	RS	302.19	302.25	GR
101	Increase	RS	302.25	302.90	Z 1
101	Increase	RS	302.90	303.02	GR
101	Increase	RS	303.02	305.77	Z 1
101	Increase	RS	305.77	305.79	GR
101	Increase	RS	305.79	305.81	Oyster Bed Creek Bridge
101	Increase	RS	305.81	305.82	GR
101	Increase	RS	305.82	306.43	Z 1
101	Increase	RS	306.43	306.44	GR
101	Increase	RS	306.44	306.46	Dosewallips Relief Bridge
101	Increase	RS	306.46	306.48	GR
101	Increase	RS	306.48	306.51	Dosewallips Relief Bridge
101	Increase	RS	306.51	306.52	GR
101	Increase	RS	306.52	306.54	Z 1
101	Increase	RS	306.54	306.60	GR
101	Increase	RS	306.60	306.70	Dosewallips River Bridge
101	Increase	RS	306.70	306.83	JB
101	Increase	RS	306.83	306.96	GR
101	Increase	RS	306.96	307.12	Z 1
101	Increase	RS	307.12	307.13	GR
101	Increase	RS	307.13	307.15	James Creek Bridge
101	Increase	RS	307.15	307.16	GR
101	Increase	RS	307.16	308.79	Z 1
101	Increase	RS	308.79	308.81	GR
101	Increase	RS	308.81	309.71	Z 1
101	Increase	RS	309.71	309.77	GR
101	Increase	RS	309.77	309.78	Z 1
101	Increase	RS	309.78	309.83	GR
101	Increase	RS	309.83	310.04	Z 1
101	Increase	RS	310.04	310.05	GR
101	Increase	RS	310.05	310.07	Duckabush River Bridge
101	Increase	RS	310.07	310.08	GR
101	Increase	RS	310.08	310.18	Z 1
101	Increase	RS	310.18	310.19	GR
101	Increase	RS	310.19	310.22	Duckabush River Bridge
101	Increase	RS	310.22	310.23	GR
101	Increase	RS	310.23	310.41	Z 1
101	Increase	RS	310.41	310.43	GR
101	Increase	RS	310.43	310.81	Z 1
101	Increase	RS	310.81	310.83	GR
101	Increase	RS	310.83	311.02	Z 1
101	Increase	RS	311.02	311.04	GR

Table 1.1.3
Definitions:
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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
101	Increase	RS	311.04	311.16	Z 1
101	Increase	RS	311.16	311.18	GR
101	Increase	RS	311.18	311.25	Z 1
101	Increase	RS	311.25	311.27	GR
101	Increase	RS	311.27	311.53	Z 1
101	Increase	RS	311.53	311.58	Curb
101	Increase	RS	311.58	312.29	Z 1
101	Increase	RS	312.29	312.33	McDonald River Bridge
101	Increase	RS	312.33	312.79	Z 1
101	Increase	RS	312.79	312.82	GR
101	Increase	RS	312.82	313.22	Z 1
101	Increase	RS	313.22	313.25	GR
101	Increase	RS	313.25	313.48	Z 1
101	Increase	RS	313.48	313.54	GR
101	Increase	RS	313.54	313.56	Fulton River Bridge
101	Increase	RS	313.56	313.60	GR
101	Increase	RS	313.60	314.08	Z 1
101	Increase	RS	314.08	314.11	GR
101	Increase	RS	314.11	314.74	Z 1
101	Increase	RS	314.74	314.76	GR
101	Increase	RS	314.76	315.00	Z 1
101	Increase	RS	315.00	315.10	Curb
101	Increase	RS	315.10	315.20	Z 1
101	Increase	RS	315.20	315.22	GR
101	Increase	RS	315.22	315.40	Z 1
101	Increase	RS	315.40	315.49	Curb
101	Increase	RS	315.49	315.72	Z 1
101	Increase	RS	315.72	315.82	Curb
101	Increase	RS	315.82	316.29	Z 1
101	Increase	RS	316.29	316.31	GR
101	Increase	RS	316.31	316.73	Z 1
101	Increase	RS	316.73	316.75	GR
101	Increase	RS	316.75	317.20	Z 1
101	Increase	RS	317.20	317.35	Curb
101	Increase	RS	317.35	317.41	Z 1
101	Increase	RS	317.41	317.43	GR
101	Increase	RS	317.43	317.64	Z 1
101	Increase	RS	317.64	317.66	GR
101	Increase	RS	317.66	318.52	Z 1
101	Increase	RS	318.52	318.53	GR
101	Increase	RS	318.53	318.54	Waketickeh Creek Bridge
101	Increase	RS	318.54	318.55	GR
101	Increase	RS	318.55	319.40	Z 1
101	Increase	RS	319.40	319.49	Curb

Table 1.1.3

Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
101	Increase	RS	319.49	319.50	GR
101	Increase	RS	319.50	319.70	Z 1
101	Increase	RS	319.70	319.71	GR
101	Increase	RS	319.71	319.74	Hamma Hamma River Bridge
101	Increase	RS	319.74	319.75	GR
101	Increase	RS	319.75	319.92	Z 1
101	Increase	RS	319.92	319.93	GR
101	Increase	RS	319.93	319.96	Hamma Hamma River Bridge
101	Increase	RS	319.96	319.97	GR
101	Increase	RS	319.97	320.09	Z 1
101	Increase	RS	320.09	320.11	JB
101	Increase	RS	320.11	320.46	Z 1
101	Increase	RS	320.46	320.49	JB
101	Increase	RS	320.49	320.60	Z 1
101	Increase	RS	320.60	320.63	JB
101	Increase	RS	320.63	321.45	Z 1
101	Increase	RS	321.45	321.46	GR
101	Increase	RS	321.46	321.48	Jorsted Creek Bridge
101	Increase	RS	321.48	321.50	GR
101	Increase	RS	321.50	322.27	Z 1
101	Increase	RS	322.27	322.31	Wall Structure
101	Increase	RS	322.31	324.67	Z 1
101	Increase	RS	324.67	324.68	GR
101	Increase	RS	324.68	324.70	Eagle Creek Bridge
101	Increase	RS	324.70	324.71	GR
101	Increase	RS	324.71	324.96	Z 1
101	Increase	RS	324.96	324.97	JB
101	Increase	RS	324.97	326.69	Z 1
101	Increase	RS	326.69	326.80	JB
101	Increase	RS	326.80	327.20	Z 1
101	Increase	RS	327.20	327.24	GR
101	Increase	RS	327.24	327.27	Lilliwaup Creek Bridge
101	Increase	RS	327.27	327.29	GR
101	Increase	RS	327.29	327.73	Z 1
101	Increase	RS	327.73	327.82	GR
101	Increase	RS	327.82	328.85	Z 1
101	Increase	RS	328.85	328.87	GR
101	Increase	RS	328.87	329.07	Z 1
101	Increase	RS	329.07	329.08	Sund Creek Bridge
101	Increase	RS	329.08	329.26	Z 1
101	Increase	RS	329.26	329.29	GR
101	Increase	RS	329.29	329.92	Z 1
101	Increase	RS	329.92	329.93	GR
101	Increase	RS	329.93	329.94	Miller Creek Bridge

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
101	Increase	RS	329.94	330.65	Z 1
101	Increase	RS	330.65	330.70	GR
101	Increase	RS	330.70	330.81	Z 1
101	Increase	RS	330.81	330.83	GR
101	Increase	RS	330.83	331.22	Z 1
101	Increase	RS	331.22	331.26	GR
101	Increase	RS	331.26	331.70	Z 1
101	Increase	RS	331.70	331.71	GR
101	Increase	RS	331.71	331.72	Finch Creek Bridge
101	Increase	RS	331.72	334.46	Z 1
101	Increase	RS	334.13	338.82	Skokomish Indian Reservation/NO
101	Increase	RS	338.82	338.85	GR
101	Increase	RS	338.85	338.86	Z 1
101	Increase	RS	338.86	338.92	GR
101	Increase	RS	338.92	338.93	Z 1
101	Increase	RS	338.93	339.04	GR
101	Increase	RS	339.04	339.05	Z 1
101	Increase	RS	339.05	339.06	GR
101	Increase	RS	339.06	339.08	Weaver Creek Bridge
101	Increase	RS	339.08	339.24	GR
101	Increase	RS	339.24	339.26	Purdy Creek Bridge
101	Increase	RS	339.26	339.27	GR
101	Increase	RS	339.27	341.40	Z 1
101	Increase	RS	341.40	341.60	GR
101	Increase	RS	341.60	341.94	Z 1
101	Increase	RS	341.94	342.00	GR
101	Increase	RS	342.00	344.80	Z 1
101	Increase	RS	344.80	344.87	GR
101	Increase	RS	344.87	346.48	Z 1
101	Increase	RS	346.48	346.53	GR
101	Increase	RS	346.53	346.60	Goldsborough Creek Bridge
101	Increase	RS	346.60	346.82	GR
101	Increase	RS	346.82	346.86	Shelton-Matlock Bridge
101	Increase	RS	346.86	346.93	GR
101	Increase	RS	346.93	346.97	Z 1
101	Increase	RS	346.97	347.46	GR
101	Increase	RS	347.46	348.16	Z 1
101	Increase	RS	348.16	348.32	GR
101	Increase	RS	348.32	348.45	Z 1
101	Increase	RS	348.45	348.46	GR
101	Increase	RS	348.46	348.49	Miller Creek Bridge
101	Increase	RS	348.49	348.53	GR
101	Increase	RS	348.53	349.16	Z 1
101	Increase	RS	349.16	349.18	GR

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Increase	RS	349.18	349.21	SR 3 Bridge
101	Increase	RS	349.21	349.22	GR
101	Increase	RS	349.22	350.68	Z 1
101	Increase	RS	350.68	350.93	Well Head Protection Area/NO
101	Increase	RS	350.93	352.82	Z 1
101	Increase	RS	352.82	353.20	Curb
101	Increase	RS	353.20	353.37	Z 1
101	Increase	RS	353.37	353.52	GR
101	Increase	RS	353.52	353.54	SR 108 Bridge
101	Increase	RS	353.54	353.81	GR
101	Increase	RS	353.81	353.86	Skookum Creek Bridge
101	Increase	RS	353.86	354.02	Z 1
101	Increase	RS	354.02	354.11	Curb
101	Increase	RS	354.11	354.23	Z 1
101	Increase	RS	354.23	254.29	Curb
101	Increase	RS	354.29	355.52	Z 1
101	Increase	RS	355.52	355.63	Curb
101	Increase	RS	355.63	356.16	Z 1
101	Increase	RS	356.16	356.18	GR
101	Increase	RS	356.18	356.20	Kennedy Creek Bridge
101	Increase	RS	356.20	356.81	Z 1
101	Increase	RS	356.81	356.89	GR
101	Increase	RS	356.89	357.80	Z 1
101	Increase	RS	357.80	358.09	GR
101	Increase	RS	358.09	359.54	Z 1
101	Increase	RS	359.54	359.58	GR
101	Increase	RS	359.58	359.59	Schneider Creek Bridge
101	Increase	RS	359.59	360.03	Z 1

101	Increase	LS	349.32	353.27	Z 1
101	Increase	LS	353.27	353.66	JB/No Median
101	Increase	LS	353.66	353.78	Z 1
101	Increase	LS	353.78	353.81	GR
101	Increase	LS	353.81	353.86	Skookum Creek Bridge
101	Increase	LS	353.86	353.87	GR
101	Increase	LS	353.87	356.16	Z 1
101	Increase	LS	356.16	356.18	GR
101	Increase	LS	356.18	356.20	Kennedy Creek Bridge
101	Increase	LS	356.20	356.21	GR
101	Increase	LS	356.21	359.56	Z 1
101	Increase	LS	359.56	359.58	GR
101	Increase	LS	359.58	359.59	Schneider Creek Bridge
101	Increase	LS	359.59	359.60	GR
101	Increase	LS	359.60	360.54	Z 1

Table 1.1.3

Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	360.03	359.98	GR
101	Decrease	RS	359.98	359.74	Z 1
101	Decrease	RS	359.74	359.64	GR
101	Decrease	RS	359.64	359.59	Z 1
101	Decrease	RS	359.59	359.58	GR
101	Decrease	RS	359.58	359.57	Schneider Creek Bridge
101	Decrease	RS	359.57	359.56	GR
101	Decrease	RS	359.56	358.08	Z 1
101	Decrease	RS	358.08	357.63	GR
101	Decrease	RS	357.63	356.22	Z 1
101	Decrease	RS	356.22	356.20	GR
101	Decrease	RS	356.20	356.17	Kennedy Creek Bridge
101	Decrease	RS	356.17	356.00	GR
101	Decrease	RS	356.00	355.65	Z 1
101	Decrease	RS	355.65	355.50	GR
101	Decrease	RS	355.50	354.29	Z 1
101	Decrease	RS	354.29	354.24	Curb
101	Decrease	RS	354.24	353.94	Z 1
101	Decrease	RS	353.94	353.89	Curb
101	Decrease	RS	353.89	353.87	GR
101	Decrease	RS	353.87	353.82	Skookum Creek Bridge
101	Decrease	RS	353.82	353.65	GR
101	Decrease	RS	353.65	353.61	Curb
101	Decrease	RS	353.61	353.56	GR
101	Decrease	RS	353.56	353.54	SR 108 Bridge
101	Decrease	RS	353.54	353.46	GR
101	Decrease	RS	353.46	353.15	Z 1
101	Decrease	RS	353.15	352.88	GR
101	Decrease	RS	352.88	351.25	Z 1
101	Decrease	RS	351.25	351.24	GR
101	Decrease	RS	351.24	350.75	Z 1
101	Decrease	RS	350.75	350.74	GR
101	Decrease	RS	350.74	350.25	Z 1
101	Decrease	RS	350.25	350.24	GR
101	Decrease	RS	350.24	349.21	Z 1
101	Decrease	RS	349.21	349.20	GR
101	Decrease	RS	349.20	349.17	SR 3 Bridge
101	Decrease	RS	349.17	349.16	GR
101	Decrease	RS	349.16	348.54	Z 1
101	Decrease	RS	348.54	348.47	GR
101	Decrease	RS	348.47	348.44	Miller Creek Bridge
101	Decrease	RS	348.44	348.43	GR
101	Decrease	RS	348.43	348.35	Z 1

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	348.35	348.15	GR
101	Decrease	RS	348.15	347.46	Z 1
101	Decrease	RS	347.46	347.00	GR
101	Decrease	RS	347.00	346.98	Z 1
101	Decrease	RS	346.98	346.84	GR
101	Decrease	RS	346.84	346.80	Shelton-Matlock Bridge
101	Decrease	RS	346.80	346.67	GR
101	Decrease	RS	346.67	346.62	Z 1
101	Decrease	RS	346.62	346.58	GR
101	Decrease	RS	346.58	346.52	Goldsborough Creek Bridge
101	Decrease	RS	346.52	346.46	GR
101	Decrease	RS	346.46	345.43	Z 1
101	Decrease	RS	345.43	345.42	GR
101	Decrease	RS	345.42	345.13	Z 1
101	Decrease	RS	345.13	345.10	Wall Structure
101	Decrease	RS	345.10	345.02	Z 1
101	Decrease	RS	345.02	344.96	GR
101	Decrease	RS	344.96	343.67	Z 1
101	Decrease	RS	343.67	343.60	GR
101	Decrease	RS	343.60	342.72	Z 1
101	Decrease	RS	342.72	342.64	GR
101	Decrease	RS	342.64	342.16	Z 1
101	Decrease	RS	342.16	342.13	GR
101	Decrease	RS	342.13	342.02	Z 1
101	Decrease	RS	342.02	341.88	GR
101	Decrease	RS	341.88	341.61	Z 1
101	Decrease	RS	341.61	341.43	GR
101	Decrease	RS	341.43	339.31	Z 1
101	Decrease	RS	339.31	339.30	GR
101	Decrease	RS	339.30	339.27	Purdy Creek Bridge
101	Decrease	RS	339.27	339.12	GR
101	Decrease	RS	339.12	339.10	Weaver Creek Bridge
101	Decrease	RS	339.10	339.08	GR
101	Decrease	RS	339.08	339.07	Z 1
101	Decrease	RS	339.07	338.82	GR
101	Decrease	RS	338.82	334.13	Skokomish Indian Reservation/NO
101	Decrease	RS	334.13	332.86	Z 1
101	Decrease	RS	332.86	332.84	JB
101	Decrease	RS	332.84	334.81	Z 1
101	Decrease	RS	332.81	332.80	JB
101	Decrease	RS	332.80	331.96	Z 1
101	Decrease	RS	331.96	331.88	Curb
101	Decrease	RS	331.88	331.72	Z 1
101	Decrease	RS	331.72	331.70	Finch Creek Bridge

Table 1.1.3

Definitions:

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	331.70	331.69	GR
101	Decrease	RS	331.69	331.40	Z 1
101	Decrease	RS	331.40	330.56	GR
101	Decrease	RS	330.56	329.95	Z 1
101	Decrease	RS	329.94	329.92	Miller Creek Bridge
101	Decrease	RS	329.92	329.79	Z 1
101	Decrease	RS	329.79	329.69	GR
101	Decrease	RS	329.69	329.66	Z 1
101	Decrease	RS	329.66	329.58	GR
101	Decrease	RS	329.58	329.53	Z 1
101	Decrease	RS	329.53	329.31	GR
101	Decrease	RS	329.31	329.28	Z 1
101	Decrease	RS	329.28	329.15	GR
101	Decrease	RS	329.15	329.09	Z 1
101	Decrease	RS	329.09	329.07	GR
101	Decrease	RS	329.07	329.07	Sund Creek Bridge
101	Decrease	RS	329.07	329.06	GR
101	Decrease	RS	329.06	328.77	Z 1
101	Decrease	RS	328.77	328.28	GR
101	Decrease	RS	328.28	328.27	Z 1
101	Decrease	RS	328.27	328.15	GR
101	Decrease	RS	328.15	328.13	Z 1
101	Decrease	RS	328.13	328.06	GR
101	Decrease	RS	328.06	327.82	Z 1
101	Decrease	RS	327.82	327.49	GR
101	Decrease	RS	327.49	327.28	Z 1
101	Decrease	RS	327.28	327.27	GR
101	Decrease	RS	327.27	327.24	Lilliwaup Creek Bridge
101	Decrease	RS	327.24	327.19	GR
101	Decrease	RS	327.19	326.94	Z 1
101	Decrease	RS	326.94	326.83	GR
101	Decrease	RS	326.83	324.99	Z 1
101	Decrease	RS	324.99	324.83	GR
101	Decrease	RS	324.83	324.70	Z 1
101	Decrease	RS	324.70	324.69	GR
101	Decrease	RS	324.69	324.68	Eagle Creek Bridge
101	Decrease	RS	324.68	324.67	GR
101	Decrease	RS	324.67	324.63	Z 1
101	Decrease	RS	324.63	324.58	GR
101	Decrease	RS	324.58	324.42	Z 1
101	Decrease	RS	324.42	324.21	Curb
101	Decrease	RS	324.21	323.87	Z 1
101	Decrease	RS	323.87	323.80	Curb
101	Decrease	RS	323.80	323.31	Z 1

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	323.31	323.24	GR
101	Decrease	RS	323.24	323.18	Z 1
101	Decrease	RS	323.18	323.04	GR
101	Decrease	RS	323.04	322.56	Z 1
101	Decrease	RS	322.56	322.39	GR
101	Decrease	RS	322.39	322.37	Z 1
101	Decrease	RS	322.37	321.85	GR
101	Decrease	RS	321.85	321.50	Z 1
101	Decrease	RS	321.50	321.48	GR
101	Decrease	RS	321.48	321.45	Jorsted Creek Bridge
101	Decrease	RS	321.45	321.43	GR
101	Decrease	RS	321.43	320.85	Z 1
101	Decrease	RS	320.85	320.72	GR
101	Decrease	RS	320.72	319.98	Z 1
101	Decrease	RS	319.98	319.97	GR
101	Decrease	RS	319.97	319.94	Hamma Hamma River Bridge
101	Decrease	RS	319.94	319.93	GR
101	Decrease	RS	319.93	319.76	Z 1
101	Decrease	RS	319.76	319.75	GR
101	Decrease	RS	319.75	319.71	Hamma Hamma River Bridge
101	Decrease	RS	319.71	319.70	GR
101	Decrease	RS	319.70	319.52	Z 1
101	Decrease	RS	319.52	319.38	GR
101	Decrease	RS	319.38	318.77	Z 1
101	Decrease	RS	318.77	318.69	GR
101	Decrease	RS	318.69	318.56	Z 1
101	Decrease	RS	318.56	318.55	GR
101	Decrease	RS	318.55	318.54	Waketickeh Creek Bridge
101	Decrease	RS	318.54	318.53	GR
101	Decrease	RS	318.53	318.02	Z 1
101	Decrease	RS	318.02	317.93	GR
101	Decrease	RS	317.93	317.77	Z 1
101	Decrease	RS	317.77	317.66	GR
101	Decrease	RS	317.66	317.46	Z 1
101	Decrease	RS	317.46	317.43	GR
101	Decrease	RS	317.43	316.78	Z 1
101	Decrease	RS	316.78	316.66	GR
101	Decrease	RS	316.66	316.54	Z 1
101	Decrease	RS	316.54	316.45	GR
101	Decrease	RS	316.45	316.33	Z 1
101	Decrease	RS	316.33	316.31	GR
101	Decrease	RS	316.31	316.10	Z 1
101	Decrease	RS	316.10	316.02	GR
101	Decrease	RS	316.02	315.83	Z 1

Table 1.1.3

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	315.83	315.73	GR
101	Decrease	RS	315.73	315.46	Z 1
101	Decrease	RS	315.46	315.43	GR
101	Decrease	RS	315.43	315.24	Z 1
101	Decrease	RS	315.24	315.22	GR
101	Decrease	RS	315.22	315.13	Z 1
101	Decrease	RS	315.13	315.04	GR
101	Decrease	RS	315.04	314.78	Z 1
101	Decrease	RS	314.78	314.75	GR
101	Decrease	RS	314.75	314.29	Z 1
101	Decrease	RS	314.29	314.20	GR
101	Decrease	RS	314.20	313.72	Z 1
101	Decrease	RS	313.72	313.58	GR
101	Decrease	RS	313.58	313.56	Fulton River Bridge
101	Decrease	RS	313.56	313.51	GR
101	Decrease	RS	313.51	313.32	Z 1
101	Decrease	RS	313.32	313.25	GR
101	Decrease	RS	313.25	313.19	Z 1
101	Decrease	RS	313.19	313.13	GR
101	Decrease	RS	313.13	312.69	Z 1
101	Decrease	RS	312.69	312.58	GR
101	Decrease	RS	312.58	312.54	Z 1
101	Decrease	RS	312.54	312.41	GR
101	Decrease	RS	312.41	312.34	Z 1
101	Decrease	RS	312.34	312.32	McDonald River Bridge
101	Decrease	RS	312.32	312.30	Z 1
101	Decrease	RS	312.30	312.11	GR
101	Decrease	RS	312.11	311.80	Z 1
101	Decrease	RS	311.80	311.57	GR
101	Decrease	RS	311.57	311.22	Z 1
101	Decrease	RS	311.22	311.17	GR
101	Decrease	RS	311.17	311.05	Z 1
101	Decrease	RS	311.05	311.03	GR
101	Decrease	RS	311.03	310.84	Z 1
101	Decrease	RS	310.84	310.82	GR
101	Decrease	RS	310.82	310.66	Z 1
101	Decrease	RS	310.66	310.60	GR
101	Decrease	RS	310.60	310.45	Z 1
101	Decrease	RS	310.45	310.40	GR
101	Decrease	RS	310.40	310.22	Z 1
101	Decrease	RS	310.22	310.21	GR
101	Decrease	RS	310.21	310.18	Duckabush River Bridge
101	Decrease	RS	310.18	310.17	GR
101	Decrease	RS	310.17	310.07	Z 1

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	310.07	310.06	GR
101	Decrease	RS	310.06	310.04	Duckabush River Bridge
101	Decrease	RS	310.04	310.03	GR
101	Decrease	RS	310.03	309.83	Z 1
101	Decrease	RS	309.83	309.70	GR
101	Decrease	RS	309.70	309.04	Z 1
101	Decrease	RS	309.04	308.92	GR
101	Decrease	RS	308.92	308.56	Z 1
101	Decrease	RS	308.56	308.50	GR
101	Decrease	RS	308.50	308.13	Z 1
101	Decrease	RS	308.13	308.05	GR
101	Decrease	RS	308.05	308.00	Z 1
101	Decrease	RS	308.00	307.94	GR
101	Decrease	RS	307.94	307.15	Z 1
101	Decrease	RS	307.15	307.14	GR
101	Decrease	RS	307.14	307.12	James Creek Bridge
101	Decrease	RS	307.12	307.11	GR
101	Decrease	RS	307.11	306.94	Z 1
101	Decrease	RS	306.94	306.81	GR
101	Decrease	RS	306.81	306.70	JB
101	Decrease	RS	306.70	306.60	Dosewallips River Bridge
101	Decrease	RS	306.60	306.58	JB
101	Decrease	RS	306.58	306.57	GR
101	Decrease	RS	306.57	306.56	Curb
101	Decrease	RS	306.56	306.51	Z 1
101	Decrease	RS	306.51	306.50	GR
101	Decrease	RS	306.50	306.47	Dosewallips Relief Bridge
101	Decrease	RS	306.47	306.45	GR
101	Decrease	RS	306.45	306.43	Dosewallips Relief Bridge
101	Decrease	RS	306.43	306.42	GR
101	Decrease	RS	306.42	305.84	Z 1
101	Decrease	RS	305.84	305.81	GR
101	Decrease	RS	305.81	305.79	Oyster Bed Creek Bridge
101	Decrease	RS	305.79	305.78	GR
101	Decrease	RS	305.78	305.63	Z 1
101	Decrease	RS	305.63	305.51	GR
101	Decrease	RS	305.51	304.17	Z 1
101	Decrease	RS	304.17	304.09	GR
101	Decrease	RS	304.09	303.71	Z 1
101	Decrease	RS	303.71	303.69	GR
101	Decrease	RS	303.69	303.67	Z 1
101	Decrease	RS	303.67	303.60	GR
101	Decrease	RS	303.60	303.04	Z 1
101	Decrease	RS	303.04	302.88	GR

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SR	Direction	Shoulder	BEG MP	END MP	Description
101	Decrease	RS	302.88	302.83	Z 1
101	Decrease	RS	302.83	302.49	GR
101	Decrease	RS	302.49	302.44	Z 1
101	Decrease	RS	302.44	302.31	GR
101	Decrease	RS	302.31	302.25	Z 1
101	Decrease	RS	302.25	301.97	GR
101	Decrease	RS	301.97	301.92	Z 1
101	Decrease	RS	301.92	301.82	GR
101	Decrease	RS	301.82	300.86	Z 1
101	Decrease	RS	300.86	300.73	GR
101	Decrease	RS	300.73	300.60	Z 1
101	Decrease	RS	300.60	300.51	GR
101	Decrease	RS	300.51	300.35	Z 1
101	Decrease	RS	300.35	300.34	GR
101	Decrease	RS	300.34	300.21	Z 1
101	Decrease	RS	300.21	300.06	GR
101	Decrease	RS	300.06	299.86	Z 1
101	Decrease	RS	299.86	299.77	GR
101	Decrease	RS	299.77	298.52	Z 1
101	Decrease	RS	298.52	298.39	GR
101	Decrease	RS	298.39	298.32	Z 1
101	Decrease	RS	298.32	298.30	GR
101	Decrease	RS	298.30	296.82	Z 1
101	Decrease	RS	296.82	296.69	GR
101	Decrease	RS	296.69	296.65	Big Quilcene River Bridge
101	Decrease	RS	296.65	296.45	GR
101	Decrease	RS	296.45	296.27	Z 1
101	Decrease	RS	296.27	296.12	GR
101	Decrease	RS	296.12	294.63	Z 1
101	Decrease	LS	360.54	359.56	Z 1
101	Decrease	LS	359.56	359.55	GR
101	Decrease	LS	359.55	359.54	Schneider Creek Bridge
101	Decrease	LS	359.54	356.22	Z 1
101	Decrease	LS	356.22	356.20	GR
101	Decrease	LS	356.20	356.17	Kennedy Creek Bridge
101	Decrease	LS	356.18	356.17	GR
101	Decrease	LS	356.17	353.89	Z 1
101	Decrease	LS	353.89	353.87	GR
101	Decrease	LS	353.87	353.82	Skookum Creek Bridge
101	Decrease	LS	353.82	353.81	GR
101	Decrease	LS	353.81	353.68	Z 1
101	Decrease	LS	353.68	353.21	JB/No Median
101	Decrease	LS	353.21	349.32	Z 1

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Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
104	Increase	RS	13.93	15.42	Hood Canal Bridge
104	Increase	RS	15.42	15.46	GR
104	Increase	RS	15.46	15.81	Z 1
104	Increase	RS	15.81	15.95	Curb
104	Increase	RS	15.95	17.66	Z 1
104	Increase	RS	17.66	17.70	GR
104	Increase	RS	17.70	17.83	Z 1
104	Increase	RS	17.83	17.85	GR
104	Increase	RS	17.85	19.79	Z 1
104	Increase	RS	19.79	19.83	GR
104	Increase	RS	19.83	19.84	Z 1
104	Increase	RS	19.84	19.94	GR
104	Increase	RS	19.94	20.56	Z 1
104	Increase	RS	20.56	20.59	GR
104	Increase	RS	20.59	20.61	Z 1
104	Increase	RS	20.61	20.70	GR
104	Increase	RS	20.70	21.69	Z 1
104	Increase	RS	21.69	21.83	GR
104	Increase	RS	21.83	21.90	Z 1
104	Increase	RS	21.90	21.95	GR
104	Increase	RS	21.95	21.97	Z 1
104	Increase	RS	21.97	22.00	Curb
104	Increase	RS	22.00	22.13	Z 1
104	Increase	RS	22.13	22.25	GR
104	Increase	RS	22.25	22.42	Z 1
104	Increase	RS	22.42	22.46	GR
104	Increase	RS	22.46	22.94	Z 1
104	Increase	RS	22.94	22.98	GR
104	Increase	RS	22.98	23.00	Z 1
104	Increase	RS	23.00	23.06	GR
104	Increase	RS	23.06	23.13	Z 1
104	Increase	RS	23.13	23.17	GR
104	Increase	RS	23.17	23.30	Z 1
104	Increase	RS	23.30	23.55	GR
104	Increase	RS	23.55	23.86	Z 1
104	Increase	RS	23.86	24.44	Curb
104	Decrease	RS	24.44	23.85	Curb
104	Decrease	RS	23.85	23.46	Z 1
104	Decrease	RS	23.46	23.30	GR
104	Decrease	RS	23.30	22.99	Z 1
104	Decrease	RS	22.99	22.93	GR
104	Decrease	RS	22.93	22.75	Z 1

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
104	Decrease	RS	22.75	22.61	GR
104	Decrease	RS	22.61	22.50	Z 1
104	Decrease	RS	22.50	22.38	GR
104	Decrease	RS	22.38	22.27	Z 1
104	Decrease	RS	22.27	22.15	GR
104	Decrease	RS	22.15	21.93	Z 1
104	Decrease	RS	21.93	21.87	GR
104	Decrease	RS	21.87	21.82	Z 1
104	Decrease	RS	21.82	21.63	GR
104	Decrease	RS	21.63	20.66	Z 1
104	Decrease	RS	20.66	20.58	Curb
104	Decrease	RS	20.58	20.48	Z 1
104	Decrease	RS	20.48	20.20	GR
104	Decrease	RS	20.20	19.97	Z 1
104	Decrease	RS	19.97	19.88	GR
104	Decrease	RS	19.88	19.85	Z 1
104	Decrease	RS	19.85	19.82	GR
104	Decrease	RS	19.82	19.64	Z 1
104	Decrease	RS	19.64	19.55	GR
104	Decrease	RS	19.55	18.52	Z 1
104	Decrease	RS	18.52	18.49	GR
104	Decrease	RS	18.49	17.85	Z 1
104	Decrease	RS	17.85	17.82	GR
104	Decrease	RS	17.82	17.71	Z 1
104	Decrease	RS	17.71	17.68	GR
104	Decrease	RS	17.68	16.45	Z 1
104	Decrease	RS	16.45	16.43	GR
104	Decrease	RS	16.43	15.58	Z 1
104	Decrease	RS	15.58	15.52	GR
104	Decrease	RS	15.52	15.51	Z 1
104	Decrease	RS	15.51	15.43	GR
104	Decrease	RS	15.43	13.93	Hood Canal Bridge
106	Increase	RS	0.00	20.02	Along Hood Canal/NO
106	Increase	RS	20.02	20.07	Curb
106	Increase	RS	20.07	20.09	Z 1
106	Decrease	RS	20.09	20.02	Z 1
106	Decrease	RS	20.02	0.00	Along Hood Canal/NO
119	Increase	RS	0.00	0.16	Z 1
119	Increase	RS	0.16	0.21	Curb
119	Increase	RS	0.21	0.32	GR
119	Increase	RS	0.32	0.54	Z 1

Table 1.1.3

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
119	Increase	RS	0.54	0.58	GR
119	Increase	RS	0.58	4.80	Z 1
119	Increase	RS	4.80	4.81	Curb
119	Increase	RS	4.81	5.74	Z 1
119	Increase	RS	5.74	5.76	JB
119	Increase	RS	5.76	5.79	Z 1
119	Increase	RS	5.79	5.85	JB
119	Increase	RS	5.85	9.35	Z 1
119	Increase	RS	9.35	9.36	GR
119	Increase	RS	9.36	9.37	Big Creek Bridge
119	Increase	RS	9.37	9.38	GR
119	Increase	RS	9.38	10.93	Z 1
119	Decrease	RS	10.93	9.37	Z 1
119	Decrease	RS	9.37	9.36	GR
119	Decrease	RS	9.36	9.35	Big Creek Bridge
119	Decrease	RS	9.35	9.34	GR
119	Decrease	RS	9.34	4.99	Z 1
119	Decrease	RS	4.99	4.97	GR
119	Decrease	RS	4.97	1.23	Z 1
119	Decrease	RS	1.23	1.20	GR
119	Decrease	RS	1.20	1.14	Z 1
119	Decrease	RS	1.14	1.11	GR
119	Decrease	RS	1.11	0.02	Z 1
119	Decrease	RS	0.02	0.00	Curb
160	Increase	RS	0.00	0.33	City of Port Orchard maintained
160	Increase	RS	0.33	0.36	Curb
160	Increase	RS	0.36	0.74	Z 1
160	Increase	RS	0.74	1.01	Curb
160	Increase	RS	1.01	3.80	Z 1
160	Increase	RS	3.80	3.84	GR
160	Increase	RS	3.84	3.89	Z 1
160	Increase	RS	3.89	4.02	Curb
160	Increase	RS	4.02	7.30	Z 1
160	Increase	RS	7.30	7.47	Curb
160	Decrease	RS	7.47	7.41	GR
160	Decrease	RS	7.41	4.00	Z 1
160	Decrease	RS	4.00	3.85	Curb
160	Decrease	RS	3.85	3.80	GR
160	Decrease	RS	3.80	2.82	Z 1
160	Decrease	RS	2.82	2.81	GR
160	Decrease	RS	2.81	2.79	Z 1

Table 1.1.3

Definitions:

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
160	Decrease	RS	2.79	2.78	GR
160	Decrease	RS	2.78	1.00	Z 1
160	Decrease	RS	1.00	0.72	Curb
160	Decrease	RS	0.72	0.36	Z 1
160	Decrease	RS	0.36	0.33	GR
160	Decrease	RS	0.33	0.00	City of Port Orchard maintained
166	Increase	RS	0.02	0.57	Along Dyes Inlet/NO
166	Increase	RS	0.57	4.95	City of Port Orchard maintained
166	Decrease	RS	4.95	0.57	City of Port Orchard maintained
166	Decrease	RS	0.57	0.02	Along Dyes Inlet/NO
300	Increase	RS	0.00	0.27	Z 1
300	Increase	RS	0.27	0.28	GR
300	Increase	RS	0.28	0.29	Mission Creek Bridge
300	Increase	RS	0.29	0.31	GR
300	Increase	RS	0.31	2.81	Z 1
300	Increase	RS	2.81	2.82	GR
300	Increase	RS	2.82	2.84	Union River Bridge
300	Increase	RS	2.84	2.85	GR
300	Increase	RS	2.85	3.06	Z 1
300	Increase	RS	3.06	3.35	Curb
300	Decrease	RS	3.35	3.15	Z 1
300	Decrease	RS	3.15	3.13	GR
300	Decrease	RS	3.13	3.12	Z 1
300	Decrease	RS	3.12	3.03	Curb
300	Decrease	RS	3.03	2.81	Z 1
300	Decrease	RS	2.83	2.82	GR
300	Decrease	RS	2.82	2.81	Union River Bridge
300	Decrease	RS	2.81	2.80	GR
300	Decrease	RS	2.80	0.30	Z 1
300	Decrease	RS	0.30	0.29	GR
300	Decrease	RS	0.29	0.28	Mission Creek Bridge
300	Decrease	RS	0.28	0.27	GR
300	Decrease	RS	0.27	0.00	Z 1
302	Increase	RS	0.00	1.29	Z 1
302	Increase	RS	1.29	1.30	GR
302	Increase	RS	1.30	1.32	Coulter Creek Bridge
302	Increase	RS	1.32	1.34	GR
302	Increase	RS	1.34	2.63	Z 1
302	Increase	RS	2.63	2.65	GR

Table 1.1.3

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
302	Increase	RS	2.65	8.35	Z 1
302	Increase	RS	8.35	8.42	Curb
302	Increase	RS	8.42	8.49	Z 1
302	Increase	RS	8.49	8.60	Curb
302	Increase	RS	8.60	8.67	Z 1
302	Increase	RS	8.67	8.79	Curb
302	Increase	RS	8.79	9.01	Z 1
302	Increase	RS	9.01	9.16	Curb
302	Increase	RS	9.16	9.20	Z 1
302	Increase	RS	9.20	9.32	Curb
302	Increase	RS	9.32	9.63	Z 1
302	Increase	RS	9.63	9.68	Curb
302	Increase	RS	9.68	9.77	Z 1
302	Increase	RS	9.77	9.82	Curb
302	Increase	RS	9.82	10.01	Z 1
302	Increase	RS	10.01	10.09	Curb
302	Increase	RS	10.09	10.25	Z 1
302	Increase	RS	10.25	10.29	Curb
302	Increase	RS	10.29	11.29	Z 1
302	Increase	RS	11.29	11.34	GR
302	Increase	RS	11.34	13.20	Z 1
302	Increase	RS	13.20	13.29	Curb
302	Increase	RS	13.29	14.18	Z 1
302	Increase	RS	14.18	14.24	GR
302	Increase	RS	14.24	14.95	Z 1
302	Increase	RS	14.95	14.98	Curb
302	Increase	RS	14.98	15.07	Z 1
302	Increase	RS	15.07	15.23	Curb
302	Increase	RS	15.23	15.37	Z 1
302	Increase	RS	15.37	15.48	Curb
302	Increase	RS	15.48	15.60	Z 1
302	Increase	RS	15.60	15.67	Curb
302	Increase	RS	15.67	15.69	GR
302	Increase	RS	15.69	15.79	Purdy Creek Bridge
302	Increase	RS	15.79	15.80	GR
302	Increase	RS	15.80	15.83	Z 1
302	Increase	RS	15.83	16.00	Curb
302	Increase	RS	16.00	16.10	Z 1
302	Increase	RS	16.10	16.23	GR
302	Increase	RS	16.23	16.39	Z 1
302	Increase	RS	16.39	16.46	GR
302	Increase	RS	16.46	16.60	Z 1
302	Increase	RS	16.60	16.87	GR

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SR	Direction	Shoulder	BEG MP	END MP	Description
302 Spur	Increase	RS	15.85	15.89	Z 1
302 Spur	Increase	RS	15.89	15.91	Curb
302 Spur	Increase	RS	15.91	15.99	Z 1
302 Spur	Increase	RS	15.99	16.11	GR
302 Spur	Increase	RS	16.11	16.26	Curb
302 Spur	Increase	RS	16.26	16.72	Z 1
302 Spur	Increase	RS	16.72	16.82	Curb
302 Spur	Increase	RS	16.82	17.06	Z 1
302 Spur	Increase	RS	17.06	17.07	GR
302 Spur	Increase	RS/LS	17.07	17.12	SR 016 Bridge
302	Decrease	RS	16.87	16.47	Z 1
302	Decrease	RS	16.47	16.42	GR
302	Decrease	RS	16.42	15.80	Z 1
302	Decrease	RS	15.80	15.79	GR
302	Decrease	RS	15.79	15.69	Purdy Creek Bridge
302	Decrease	RS	15.69	15.67	GR
302	Decrease	RS	15.67	15.37	Z 1
302	Decrease	RS	15.37	15.21	Curb
302	Decrease	RS	15.21	13.24	Z 1
302	Decrease	RS	13.24	13.23	Curb
302	Decrease	RS	13.23	13.08	Z 1
302	Decrease	RS	13.08	13.04	Curb
302	Decrease	RS	13.04	12.15	Z 1
302	Decrease	RS	12.15	12.00	GR
302	Decrease	RS	12.00	11.34	Z 1
302	Decrease	RS	11.34	11.28	GR
302	Decrease	RS	11.28	10.67	Z 1
302	Decrease	RS	10.67	10.61	Curb
302	Decrease	RS	10.61	10.36	Z 1
302	Decrease	RS	10.36	10.24	Curb
302	Decrease	RS	10.24	10.10	Z 1
302	Decrease	RS	10.10	10.00	Curb
302	Decrease	RS	10.00	9.81	Z 1
302	Decrease	RS	9.81	9.76	Curb
302	Decrease	RS	9.76	9.67	Z 1
302	Decrease	RS	9.67	9.61	Curb
302	Decrease	RS	9.61	9.31	Z 1
302	Decrease	RS	9.31	9.19	Curb
302	Decrease	RS	9.19	9.17	Z 1
302	Decrease	RS	9.17	9.02	Curb
302	Decrease	RS	9.02	8.79	Z 1
302	Decrease	RS	8.79	8.67	Curb
302	Decrease	RS	8.67	8.57	Z 1

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
302	Decrease	RS	8.57	8.49	Curb
302	Decrease	RS	8.49	7.45	Z 1
302	Decrease	RS	7.45	7.43	Curb
302	Decrease	RS	7.43	1.32	Z 1
302	Decrease	RS	1.32	1.31	GR
302	Decrease	RS	1.31	1.29	Coulter Creek Bridge
302	Decrease	RS	1.29	1.28	GR
302	Decrease	RS	1.28	0.00	Z 1
302 Spur	Decrease	RS	17.13	16.90	Z 1
302 Spur	Decrease	RS	16.90	16.60	Curb
302 Spur	Decrease	RS	16.60	16.12	Z 1
302 Spur	Decrease	RS	16.12	15.92	GR
302 Spur	Decrease	RS	15.92	15.85	Curb
303	Increase	RS	0.00	2.75	City of Bremerton maintained
303	Increase	RS	2.75	3.51	Curb
303	Increase	RS	3.51	3.66	GR
303	Increase	RS	3.66	3.94	Curb
303	Increase	RS	3.94	4.51	Z 1
303	Increase	RS	4.51	5.00	Curb
303	Increase	RS	5.00	5.07	GR
303	Increase	RS	5.07	5.27	Curb
303	Increase	RS	5.27	5.39	Z 1
303	Increase	RS	5.39	5.43	Curb
303	Increase	RS	5.43	5.55	Z 1
303	Increase	RS	5.55	5.63	GR
303	Increase	RS	5.63	5.80	Z 1
303	Increase	RS	5.80	5.94	GR
303	Increase	RS	5.94	5.99	Z 1
303	Increase	RS	5.99	6.06	Curb
303	Increase	RS	6.06	6.25	GR
303	Increase	RS	6.25	6.30	Z 1
303	Increase	RS	6.30	6.37	GR
303	Increase	RS	6.37	6.88	Z 1
303	Increase	RS	6.88	6.92	GR
303	Increase	RS	6.92	7.05	Curb
303	Increase	RS	7.05	7.10	Z 1
303	Increase	RS	7.10	7.18	Curb
303	Increase	RS	7.18	7.63	Z 1
303	Increase	RS	7.63	7.65	GR
303	Increase	RS	7.65	7.68	Ridgetop Blvd Bridge
303	Increase	RS	7.68	7.74	GR
303	Increase	RS	7.74	7.77	Curb

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SR	Direction	Shoulder	BEG MP	END MP	Description
303	Increase	RS	7.77	7.82	Z 1
303	Increase	RS	7.82	7.95	Curb
303	Increase	RS	7.95	8.15	Z 1
303	Increase	RS	8.15	8.46	GR
303	Increase	RS	8.46	8.49	Silverdale Way Bridge
303	Increase	RS	8.49	8.59	GR
303	Increase	RS	8.59	8.65	Z 1
303	Increase	RS	8.65	8.68	GR
303	Increase	RS	8.68	8.74	SR 3 Bridge
303	Increase	RS	8.74	8.85	GR
303	Increase	RS	8.85	9.05	Z 1
303	Increase	RS	9.05	9.08	Curb
303	Increase	RS	9.08	9.12	Z 1
303	Increase	RS	9.12	9.13	GR
303	Increase	RS	9.13	9.16	SR 3 Bridge
303	Increase	LS	6.46	7.24	JB/No Median
303	Increase	LS	7.24	7.62	Z 1
303	Increase	LS	7.62	7.65	GR
303	Increase	LS	7.65	7.68	Ridgetop Blvd Bridge
303	Increase	LS	7.68	8.19	GR
303	Increase	LS	8.19	8.43	JB/No Median
303	Decrease	RS	9.16	9.11	SR 3 Bridge
303	Decrease	RS	9.11	9.08	GR
303	Decrease	RS	9.08	8.87	Z 1
303	Decrease	RS	8.87	8.74	GR
303	Decrease	RS	8.74	8.68	SR 3 Bridge
303	Decrease	RS	8.68	8.50	GR
303	Decrease	RS	8.50	8.47	Silverdale Way Bridge
303	Decrease	RS	8.47	8.40	GR
303	Decrease	RS	8.40	8.39	Curb
303	Decrease	RS	8.39	8.19	GR
303	Decrease	RS	8.19	8.15	Curb
303	Decrease	RS	8.15	8.04	Z 1
303	Decrease	RS	8.04	7.80	GR
303	Decrease	RS	7.80	7.75	Curb
303	Decrease	RS	7.75	7.69	GR
303	Decrease	RS	7.69	7.66	Ridgetop Blvd Bridge
303	Decrease	RS	7.66	7.64	GR
303	Decrease	RS	7.64	7.56	Z 1
303	Decrease	RS	7.56	7.21	Curb
303	Decrease	RS	7.21	7.09	Z 1
303	Decrease	RS	7.09	6.96	GR

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Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
303	Decrease	RS	6.96	6.76	Z 1
303	Decrease	RS	6.76	6.75	GR
303	Decrease	RS	6.75	6.35	Z 1
303	Decrease	RS	6.35	6.32	Curb
303	Decrease	RS	6.32	5.93	Z 1
303	Decrease	RS	5.93	5.88	Curb
303	Decrease	RS	5.88	5.61	Z 1
303	Decrease	RS	5.61	5.55	GR
303	Decrease	RS	5.55	5.47	Z 1
303	Decrease	RS	5.47	5.42	Curb
303	Decrease	RS	5.42	5.29	Z 1
303	Decrease	RS	5.29	5.11	Curb
303	Decrease	RS	5.11	5.03	GR
303	Decrease	RS	5.03	5.02	Z 1
303	Decrease	RS	5.02	4.83	Curb
303	Decrease	RS	4.83	4.69	GR
303	Decrease	RS	4.69	4.47	Curb
303	Decrease	RS	4.47	4.41	Z 1
303	Decrease	RS	4.41	4.19	Curb
303	Decrease	RS	4.19	4.12	Z 1
303	Decrease	RS	4.12	3.12	Curb
303	Decrease	RS	3.12	3.05	Z 1
303	Decrease	RS	3.05	2.75	Curb
303	Decrease	RS	2.75	0.00	City of Bremerton maintained
303	Decrease	LS	8.44	8.21	JB/No Median
303	Decrease	LS	8.21	7.69	GR
303	Decrease	LS	7.69	7.66	Ridgetop Blvd Bridge
303	Decrease	LS	7.66	7.26	Z 1
303	Decrease	LS	7.26	6.47	JB/No Median
304	Increase	RS	0.00	0.20	GR
304	Increase	RS	0.20	0.73	Z 1
304	Increase	RS	0.73	3.50	City of Bremerton maintained
304	Decrease	RS/LS	0.05	0.00	SR 3 Bridge
304	Decrease	RS	3.50	0.73	City of Bremerton maintained
304	Decrease	RS	0.73	0.23	Curb
304	Decrease	RS	0.23	0.09	Z 1
304	Decrease	RS	0.09	0.05	GR
305	Increase	RS	0.00	6.84	City of Bainbridge Is./glyphosate around GR
305	Increase	RS	6.84	7.07	Agate Pass Bridge

Table 1.1.3

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SR	Direction	Shoulder	BEG MP	END MP	Description
305	Increase	RS	7.07	7.08	GR
305	Increase	RS	7.08	7.22	Z 1
305	Increase	RS	7.22	7.37	GR
305	Increase	RS	7.37	7.40	Z 1
305	Increase	RS	7.40	7.47	GR
305	Increase	RS	7.47	7.65	Z 1
305	Increase	RS	7.65	7.79	GR
305	Increase	RS	7.79	8.12	Z 1
305	Increase	RS	8.12	8.17	GR
305	Increase	RS	8.17	8.49	Z 1
305	Increase	RS	8.49	8.53	GR
305	Increase	RS	8.53	8.72	Z 1
305	Increase	RS	8.72	8.77	GR
305	Increase	RS	8.77	8.90	Z 1
305	Increase	RS	8.90	8.95	GR
305	Increase	RS	8.95	9.55	Z 1
305	Increase	RS	9.55	9.65	GR
305	Increase	RS	9.65	9.83	Z 1
305	Increase	RS	9.83	9.91	GR
305	Increase	RS	9.91	10.14	Z 1
305	Increase	RS	10.14	10.29	GR
305	Increase	RS	10.29	12.23	Z 1
305	Increase	RS	10.69	12.36	City of Poulsbo maintained
305	Increase	RS	12.36	12.81	Z 1
305	Increase	RS	12.81	13.30	City of Poulsbo maintained
305	Increase	RS	13.30	13.52	Z 1
305	Decrease	RS	13.52	13.21	Z 1
305	Decrease	RS	13.30	12.81	City of Poulsbo maintained
305	Decrease	RS	12.81	12.79	GR
305	Decrease	RS	12.79	12.36	Z 1
305	Decrease	RS	12.36	10.69	City of Poulsbo maintained
305	Decrease	RS	10.69	10.42	Z 1
305	Decrease	RS	10.42	10.12	GR
305	Decrease	RS	10.12	9.89	Z 1
305	Decrease	RS	9.89	9.78	GR
305	Decrease	RS	9.78	9.63	Z 1
305	Decrease	RS	9.63	9.49	GR
305	Decrease	RS	9.49	9.41	Z 1
305	Decrease	RS	9.41	9.18	GR
305	Decrease	RS	9.18	9.00	Z 1
305	Decrease	RS	9.00	8.89	GR
305	Decrease	RS	8.89	8.73	Z 1
305	Decrease	RS	8.73	8.67	GR

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
305	Decrease	RS	8.67	8.33	Z 1
305	Decrease	RS	8.33	8.29	GR
305	Decrease	RS	8.29	8.18	Z 1
305	Decrease	RS	8.18	8.06	GR
305	Decrease	RS	8.06	7.87	Z 1
305	Decrease	RS	7.87	7.64	GR
305	Decrease	RS	7.64	7.49	Z 1
305	Decrease	RS	7.49	7.39	GR
305	Decrease	RS	7.39	7.37	Z 1
305	Decrease	RS	7.37	7.20	GR
305	Decrease	RS	7.20	7.05	Z 1
305	Decrease	RS	7.05	6.81	Agate Pass Bridge
305	Decrease	RS	6.81	0.00	City of Bainbridge Is./glyphosate around GR
307	Increase	RS	0.00	5.00	Adjacent to Dog Fish Creek(Salmon habitat)
307	Increase	RS	5.00	5.13	Z 1
307	Increase	RS	5.13	5.25	GR
307	Decrease	RS	5.25	5.00	Z 1
307	Decrease	RS	5.00	0.00	Adjacent to Dog Fish Creek(Salmon habitat)
308	Increase	RS	0.00	0.04	Wall Structure
308	Increase	RS	0.04	0.10	Z 1
308	Increase	RS	0.10	0.22	Curb
308	Increase	RS	0.22	1.31	Z 1
308	Increase	RS	1.31	1.42	GR
308	Increase	RS	1.42	1.63	Z 1
308	Increase	RS	1.63	1.66	GR
308	Increase	RS	1.66	2.08	Z 1
308	Increase	RS	2.08	2.11	GR
308	Increase	RS	2.11	2.15	Z 1
308	Increase	RS	2.15	2.16	GR
308	Increase	RS	2.16	2.57	Z 1
308	Increase	RS	2.57	2.59	GR
308	Increase	RS	2.59	2.78	Z 1
308	Increase	RS	2.78	2.82	GR
308	Increase	RS	2.82	3.02	Z 1
308	Increase	RS	3.02	3.07	GR
308	Increase	RS	3.07	3.09	Dogfish Bay River Bridge
308	Increase	RS	3.09	3.14	GR
308	Increase	RS	3.14	3.38	Z 1
308	Increase	RS	3.38	3.42	Curb
308	Decrease	RS	3.42	3.13	Z 1

Table 1.1.3

Definitions:

Shoulder - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Description - Indicates type of treatment at pavement edge: BR=Bridge, GR=Zone 1 maintained under guardrail, JB=Jersey barrier (no Zone 1), Z1=Zone 1 maintained, NO=No Zone 1

SR	Direction	Shoulder	BEG MP	END MP	Description
308	Decrease	RS	3.13	3.07	GR
308	Decrease	RS	3.07	3.06	Dogfish Bay River Bridge
308	Decrease	RS	3.06	3.00	GR
308	Decrease	RS	3.00	2.73	Z 1
308	Decrease	RS	2.73	2.55	GR
308	Decrease	RS	2.55	2.10	Z 1
308	Decrease	RS	2.10	2.06	GR
308	Decrease	RS	2.06	2.00	Z 1
308	Decrease	RS	2.00	1.94	GR
308	Decrease	RS	1.94	1.84	Z 1
308	Decrease	RS	1.84	1.73	GR
308	Decrease	RS	1.73	1.66	Z 1
308	Decrease	RS	1.66	1.62	GR
308	Decrease	RS	1.62	1.41	Z 1
308	Decrease	RS	1.41	1.27	GR
308	Decrease	RS	1.27	0.03	Z 1
308	Decrease	RS	0.03	0.00	Wall
310	Increase	RS	0.00	1.84	City of Bremerton maintained
310	Decrease	RS	1.84	0.00	City of Bremerton maintained

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Increase	RS	0.00	0.89	AN
003	Increase	RS	0.89	0.93	GR
003	Increase	RS	0.93	0.95	BR
003	Increase	RS	0.95	0.96	GR
003	Increase	RS	0.96	1.00	AN
003	Increase	RS	1.00	1.11	Curb
003	Increase	RS	1.11	1.17	AN
003	Increase	RS	1.17	1.26	Curb
003	Increase	RS	1.26	1.44	AN
003	Increase	RS	1.44	1.46	GR
003	Increase	RS	1.46	1.55	Curb
003	Increase	RS	1.55	1.59	GR
003	Increase	RS	1.59	3.57	City of Shelton maintenance
003	Increase	RS	3.57	3.93	GR
003	Increase	RS	3.93	3.98	AN
003	Increase	RS	3.98	4.38	GR
003	Increase	RS	4.38	5.66	AN
003	Increase	RS	5.66	6.02	GR
003	Increase	RS	6.02	6.55	AN
003	Increase	RS	6.55	6.57	GR
003	Increase	RS	6.57	6.59	BR
003	Increase	RS	6.59	6.60	GR
003	Increase	RS	6.60	6.63	Curb
003	Increase	RS	6.63	8.75	AN
003	Increase	RS	8.57	8.59	BR
003	Increase	RS	8.59	8.90	AN
003	Increase	RS	8.90	8.92	GR
003	Increase	RS	8.92	8.94	BR
003	Increase	RS	8.94	8.95	GR
003	Increase	RS	8.95	12.03	AN
003	Increase	RS	12.03	12.18	GR
003	Increase	RS	12.18	14.18	AN
003	Increase	RS	14.18	14.20	GR
003	Increase	RS	14.20	16.47	AN
003	Increase	RS	16.47	16.49	GR
003	Increase	RS	16.49	20.32	AN
003	Increase	RS	20.32	20.36	GR
003	Increase	RS	20.36	20.38	BR
003	Increase	RS	20.38	20.39	GR
003	Increase	RS	20.39	20.65	AN
003	Increase	RS	20.65	20.67	GR
003	Increase	RS	20.67	21.94	AN
003	Increase	RS	21.94	21.97	GR
003	Increase	RS	21.97	22.37	AN

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Increase	RS	22.37	22.45	GR
003	Increase	RS	22.45	22.69	JB
003	Increase	RS	22.69	23.24	AN
003	Increase	RS	23.24	23.25	GR
003	Increase	RS	23.25	23.78	AN
003	Increase	RS	23.78	23.81	GR
003	Increase	RS	23.81	25.29	AN
003	Increase	RS	25.29	25.31	GR
003	Increase	RS	25.31	26.23	AN
003	Increase	RS	26.23	26.24	Curb
003	Increase	RS	26.24	27.32	AN
003	Increase	RS	27.32	27.38	GR
003	Increase	RS	27.38	27.64	AN
003	Increase	RS	27.64	27.70	GR
003	Increase	RS	27.70	29.60	AN
003	Increase	RS	29.60	29.65	GR
003	Increase	RS	29.65	32.09	AN
003	Increase	RS	32.09	32.13	GR
003	Increase	RS	32.13	32.60	AN
003	Increase	RS	32.60	32.66	GR
003	Increase	RS	32.66	33.62	AN
003	Increase	RS	33.62	33.71	GR
003	Increase	RS	33.71	34.35	AN
003	Increase	RS	34.35	34.62	Raised Structure
003	Increase	RS	34.62	34.67	JB
003	Increase	RS	34.67	34.85	AN
003	Increase	RS	34.85	34.89	GR
003	Increase	RS	34.89	34.94	Single Pass
003	Increase	RS	34.94	35.05	GR
003	Increase	RS	35.05	35.16	Single Pass
003	Increase	RS	35.16	35.24	GR
003	Increase	RS	35.24	35.33	Single Pass
003	Increase	RS	35.33	35.43	GR
003	Increase	RS	35.43	35.74	Single Pass
003	Increase	RS	35.74	36.05	GR
003	Increase	RS	36.05	36.25	Single Pass
003	Increase	RS	36.25	36.26	GR
003	Increase	RS	36.26	36.33	JB
003	Increase	RS	36.33	36.50	GR
003	Increase	RS	36.50	36.97	Single Pass
003	Increase	RS	36.97	36.98	GR
003	Increase	RS	36.98	37.02	Wall Structure
003	Increase	RS	37.02	38.27	Single Pass
003	Increase	RS	38.27	38.29	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Increase	RS	38.29	38.33	BR
003	Increase	RS	38.33	38.43	Single Pass
003	Increase	RS	38.43	39.03	GR
003	Increase	RS	39.03	39.09	Single Pass
003	Increase	RS	39.09	39.15	GR
003	Increase	RS	39.15	39.28	Single Pass
003	Increase	RS	39.28	39.34	GR
003	Increase	RS	39.34	40.29	Single Pass
003	Increase	RS	40.29	40.44	GR
003	Increase	RS	40.44	40.47	BR
003	Increase	RS	40.47	40.59	GR
003	Increase	RS	40.59	40.73	Single Pass
003	Increase	RS	40.73	40.92	GR
003	Increase	RS	40.92	40.95	Single Pass
003	Increase	RS	40.95	41.10	GR
003	Increase	RS	41.10	41.14	BR
003	Increase	RS	41.14	41.29	GR
003	Increase	RS	41.29	41.52	Single Pass
003	Increase	RS	41.52	41.66	GR
003	Increase	RS	41.66	42.54	Single Pass
003	Increase	RS	42.54	42.61	GR
003	Increase	RS	42.61	43.48	Single Pass
003	Increase	RS	43.48	43.49	GR
003	Increase	RS	43.49	43.54	BR
003	Increase	RS	43.54	43.66	GR
003	Increase	RS	43.66	43.72	Single Pass
003	Increase	RS	43.72	44.05	GR
003	Increase	RS	44.05	44.67	Single Pass
003	Increase	RS	44.67	44.70	GR
003	Increase	RS	44.70	44.73	BR
003	Increase	RS	44.73	46.26	Single Pass
003	Increase	RS	46.26	46.27	GR
003	Increase	RS	46.27	47.42	Single Pass
003	Increase	RS	47.42	47.43	GR
003	Increase	RS	47.43	47.69	Single Pass
003	Increase	RS	47.69	47.73	GR
003	Increase	RS	47.73	48.44	Single Pass
003	Increase	RS	48.44	48.47	GR
003	Increase	RS	48.47	48.50	BR
003	Increase	RS	48.50	49.39	Single Pass
003	Increase	RS	49.39	49.54	GR
003	Increase	RS	49.54	50.18	Single Pass
003	Increase	RS	50.18	50.22	GR
003	Increase	RS	50.22	50.54	Single Pass

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Increase	RS	50.54	50.66	GR
003	Increase	RS	50.66	50.68	Single Pass
003	Increase	RS	50.68	51.81	GR
003	Increase	RS	51.01	52.71	Single Pass
003	Increase	RS	52.71	52.75	GR
003	Increase	RS	52.75	52.78	BR
003	Increase	RS	52.78	53.37	Single Pass
003	Increase	RS	53.37	53.52	GR
003	Increase	RS	53.52	57.03	AN
003	Increase	RS	57.03	57.08	GR
003	Increase	RS	57.08	57.23	AN
003	Increase	RS	57.24	57.26	GR
003	Increase	RS	57.26	58.19	AN
003	Increase	RS	58.19	58.22	GR
003	Increase	RS	58.22	58.47	AN
003	Increase	RS	58.47	58.50	GR
003	Increase	RS	58.50	59.36	AN
003	Increase	RS	59.36	59.39	GR
003	Increase	RS	59.39	59.51	AN
003	Increase	RS	59.51	59.53	GR
003	Increase	RS	59.53	59.55	AN
003	Increase	RS	59.55	59.57	GR
003	Increase	RS	59.57	60.02	AN
003	Decrease	RS	59.55	59.55	AN
003	Decrease	RS	59.55	59.52	GR
003	Decrease	RS	59.52	59.41	AN
003	Decrease	RS	59.41	59.38	GR
003	Decrease	RS	59.38	58.50	AN
003	Decrease	RS	58.50	58.47	GR
003	Decrease	RS	58.47	58.21	AN
003	Decrease	RS	58.21	58.18	GR
003	Decrease	RS	58.18	57.87	AN
003	Decrease	RS	57.87	57.84	GR
003	Decrease	RS	57.84	57.07	AN
003	Decrease	RS	57.07	57.04	GR
003	Decrease	RS	57.04	55.39	AN
003	Decrease	RS	55.39	55.37	GR
003	Decrease	RS	55.37	52.80	AN
003	Decrease	RS	52.80	52.78	GR
003	Decrease	RS	52.78	52.75	BR
003	Decrease	RS	52.75	52.24	Single Pass
003	Decrease	RS	52.24	52.21	GR
003	Decrease	RS	52.21	50.99	Single Pass

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Decrease	RS	50.99	50.77	GR
003	Decrease	RS	50.77	49.56	Single Pass
003	Decrease	RS	49.56	49.45	GR
003	Decrease	RS	49.45	48.53	Single Pass
003	Decrease	RS	48.53	48.50	GR
003	Decrease	RS	48.50	48.47	BR
003	Decrease	RS	48.47	47.77	Single Pass
003	Decrease	RS	47.77	47.71	GR
003	Decrease	RS	47.71	46.42	Single Pass
003	Decrease	RS	46.42	46.40	GR
003	Decrease	RS	46.40	46.27	Single Pass
003	Decrease	RS	46.27	46.25	GR
003	Decrease	RS	46.25	45.01	Single Pass
003	Decrease	RS	45.01	44.72	GR
003	Decrease	RS	44.72	44.69	BR
003	Decrease	RS	44.69	43.53	Single Pass
003	Decrease	RS	43.53	43.52	GR
003	Decrease	RS	43.52	43.48	BR
003	Decrease	RS	43.48	43.37	GR
003	Decrease	RS	43.37	41.94	Single Pass
003	Decrease	RS	41.94	41.93	GR
003	Decrease	RS	41.93	41.42	Single Pass
003	Decrease	RS	41.42	41.29	GR
003	Decrease	RS	41.29	41.11	Single Pass
003	Decrease	RS	41.11	41.10	GR
003	Decrease	RS	41.10	41.06	BR
003	Decrease	RS	41.06	40.78	GR
003	Decrease	RS	40.78	40.48	Single Pass
003	Decrease	RS	40.48	40.45	GR
003	Decrease	RS	40.45	40.42	BR
003	Decrease	RS	40.42	40.25	GR
003	Decrease	RS	40.25	40.19	Single Pass
003	Decrease	RS	40.19	40.04	GR
003	Decrease	RS	40.04	39.77	Single Pass
003	Decrease	RS	39.77	39.75	GR
003	Decrease	RS	39.75	39.32	Single Pass
003	Decrease	RS	39.32	39.30	GR
003	Decrease	RS	39.30	38.44	Single Pass
003	Decrease	RS	38.44	38.33	GR
003	Decrease	RS	38.33	38.28	BR
003	Decrease	RS	38.28	38.09	GR
003	Decrease	RS	38.09	36.58	Single Pass
003	Decrease	RS	36.58	36.57	GR
003	Decrease	RS	36.57	36.51	Wall Structure

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Decrease	RS	36.51	36.20	Single Pass
003	Decrease	RS	36.20	36.07	JB
003	Decrease	RS	36.07	35.94	Single Pass
003	Decrease	RS	35.94	35.86	JB
003	Decrease	RS	35.86	34.88	Single Pass
003	Decrease	RS	34.88	34.86	GR
003	Decrease	RS	34.86	34.78	Single Pass
003	Decrease	RS	34.78	34.69	JB
003	Decrease	RS	34.69	34.62	Curb
003	Decrease	RS	34.62	34.58	AN
003	Decrease	RS	34.58	34.57	JB
003	Decrease	RS	34.57	34.55	GR
003	Decrease	RS	34.55	34.41	Curb
003	Decrease	RS	34.41	33.74	AN
003	Decrease	RS	33.74	33.64	GR
003	Decrease	RS	33.64	33.57	AN
003	Decrease	RS	33.57	33.44	GR
003	Decrease	RS	33.44	33.28	AN
003	Decrease	RS	33.28	33.13	GR
003	Decrease	RS	33.13	32.97	AN
003	Decrease	RS	32.97	32.86	GR
003	Decrease	RS	32.86	32.66	AN
003	Decrease	RS	32.66	32.58	GR
003	Decrease	RS	32.58	32.14	AN
003	Decrease	RS	32.14	32.04	GR
003	Decrease	RS	32.04	29.70	AN
003	Decrease	RS	29.70	29.60	GR
003	Decrease	RS	29.60	27.45	AN
003	Decrease	RS	27.45	27.36	GR
003	Decrease	RS	27.36	27.31	AN
003	Decrease	RS	27.31	27.22	GR
003	Decrease	RS	27.22	26.64	AN
003	Decrease	RS	26.64	26.22	Curb
003	Decrease	RS	26.22	25.33	AN
003	Decrease	RS	25.33	25.30	GR
003	Decrease	RS	25.30	24.89	AN
003	Decrease	RS	24.89	24.85	GR
003	Decrease	RS	24.85	23.83	AN
003	Decrease	RS	23.83	23.80	GR
003	Decrease	RS	23.80	22.71	AN
003	Decrease	RS	22.71	22.62	JB
003	Decrease	RS	22.62	20.41	AN
003	Decrease	RS	20.41	20.39	GR
003	Decrease	RS	20.39	20.36	BR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Decrease	RS	20.36	20.35	GR
003	Decrease	RS	20.35	16.52	AN
003	Decrease	RS	16.52	16.47	GR
003	Decrease	RS	16.47	16.42	AN
003	Decrease	RS	16.42	16.25	GR
003	Decrease	RS	16.25	14.20	AN
003	Decrease	RS	14.20	14.17	GR
003	Decrease	RS	14.17	11.99	AN
003	Decrease	RS	11.99	11.89	GR
003	Decrease	RS	11.89	10.75	AN
003	Decrease	RS	10.75	10.69	GR
003	Decrease	RS	10.69	8.95	AN
003	Decrease	RS	8.95	8.92	GR
003	Decrease	RS	8.92	8.91	BR
003	Decrease	RS	8.91	8.90	GR
003	Decrease	RS	8.90	8.58	AN
003	Decrease	RS	8.58	8.57	GR
003	Decrease	RS	8.57	8.56	BR
003	Decrease	RS	8.56	8.55	GR
003	Decrease	RS	8.55	6.60	AN
003	Decrease	RS	6.60	6.59	GR
003	Decrease	RS	6.59	6.57	BR
003	Decrease	RS	6.57	6.55	GR
003	Decrease	RS	6.55	3.38	AN
003	Decrease	RS	3.57	1.59	City of Shelton maintenance
003	Decrease	RS	1.59	1.47	Curb
003	Decrease	RS	1.47	0.95	AN
003	Decrease	RS	0.95	0.94	GR
003	Decrease	RS	0.94	0.92	BR
003	Decrease	RS	0.92	0.91	GR
003	Decrease	RS	0.91	0.82	AN
003	Decrease	RS	0.82	0.78	GR
003	Decrease	RS	0.78	0.00	AN

003	Increase	LS	34.68	38.49	JB/No Median
003	Increase	LS	38.49	38.56	Multi Pass
003	Increase	LS	38.56	38.57	GR
003	Increase	LS	38.57	39.49	Multi Pass
003	Increase	LS	39.49	38.50	GR
003	Increase	LS	38.50	40.41	Multi Pass
003	Increase	LS	40.41	40.44	GR
003	Increase	LS	40.44	40.47	BR
003	Increase	LS	40.47	41.07	Multi Pass
003	Increase	LS	41.07	41.09	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
003	Increase	LS	41.09	41.13	BR
003	Increase	LS	41.13	43.47	Multi Pass
003	Increase	LS	43.47	43.49	GR
003	Increase	LS	43.49	43.54	BR
003	Increase	LS	43.54	44.66	Multi Pass
003	Increase	LS	44.66	44.70	GR
003	Increase	LS	44.70	44.73	BR
003	Increase	LS	44.73	48.43	Multi Pass
003	Increase	LS	48.43	48.47	GR
003	Increase	LS	48.47	48.50	BR
003	Increase	LS	48.50	52.73	Multi Pass
003	Increase	LS	52.73	52.75	GR
003	Increase	LS	52.75	52.79	BR
003	Increase	LS	52.79	52.80	GR
003	Increase	LS	52.80	53.45	Multi Pass
003	Decrease	LS	53.45	52.81	Multi Pass
003	Decrease	LS	52.81	52.78	GR
003	Decrease	LS	52.78	52.75	BR
003	Decrease	LS	52.75	52.74	GR
003	Decrease	LS	52.74	48.53	Multi Pass
003	Decrease	LS	48.53	48.50	GR
003	Decrease	LS	48.50	48.47	BR
003	Decrease	LS	48.47	44.77	Multi Pass
003	Decrease	LS	44.77	44.72	GR
003	Decrease	LS	44.72	44.69	BR
003	Decrease	LS	44.69	43.55	Multi Pass
003	Decrease	LS	43.55	43.53	GR
003	Decrease	LS	43.53	43.48	BR
003	Decrease	LS	43.48	41.13	Multi Pass
003	Decrease	LS	41.13	41.10	GR
003	Decrease	LS	41.10	41.07	BR
003	Decrease	LS	41.07	40.48	Multi Pass
003	Decrease	LS	40.48	40.45	GR
003	Decrease	LS	40.45	40.42	BR
003	Decrease	LS	40.42	39.50	Multi Pass
003	Decrease	LS	39.50	39.47	GR
003	Decrease	LS	39.47	38.57	Multi Pass
003	Decrease	LS	38.57	38.55	GR
003	Decrease	LS	38.55	38.45	Multi Pass
016	Increase	RS	8.43	8.48	Single Pass
016	Increase	RS	8.48	8.70	Curb
016	Increase	RS	8.70	8.92	Single Pass

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
016	Increase	RS	8.92	9.16	Curb
016	Increase	RS	9.16	9.44	Single Pass
016	Increase	RS	9.44	9.55	Curb
016	Increase	RS	9.55	10.17	Single Pass
016	Increase	RS	10.17	10.26	Curb
016	Increase	RS	10.26	11.31	Single Pass
016	Increase	RS	11.31	11.55	GR
016	Increase	RS	11.55	12.25	Single Pass
016	Increase	RS	12.25	12.31	GR
016	Increase	RS	12.31	12.51	Single Pass
016	Increase	RS	12.51	12.75	GR
016	Increase	RS	12.75	12.78	BR
016	Increase	RS	12.78	12.91	GR
016	Increase	RS	12.91	13.56	Single Pass
016	Increase	RS	13.56	13.68	GR
016	Increase	RS	13.68	13.88	Single Pass
016	Increase	RS	13.88	14.09	GR
016	Increase	RS	14.09	14.17	Curb
016	Increase	RS	14.17	14.48	Single Pass
016	Increase	RS	14.48	14.77	GR
016	Increase	RS	14.77	15.72	Single Pass
016	Increase	RS	15.72	15.74	GR
016	Increase	RS	15.74	15.79	BR
016	Increase	RS	15.79	16.50	Single Pass
016	Increase	RS	16.50	16.61	GR
016	Increase	RS	16.61	17.57	Single Pass
016	Increase	RS	17.57	17.71	GR
016	Increase	RS	17.71	19.51	Single Pass
016	Increase	RS	19.51	19.53	Curb
016	Increase	RS	19.53	20.42	Single Pass
016	Increase	RS	20.42	20.51	GR
016	Increase	RS	20.51	20.97	Single Pass
016	Increase	RS	20.97	21.13	GR
016	Increase	RS	21.13	21.54	Single Pass
016	Increase	RS	21.54	21.58	GR
016	Increase	RS	21.58	22.58	Single Pass
016	Increase	RS	22.58	22.60	GR
016	Increase	RS	22.60	22.63	BR
016	Increase	RS	22.63	23.56	Single Pass
016	Increase	RS	23.56	23.66	GR
016	Increase	RS	23.66	23.99	Single Pass
016	Increase	RS	23.99	24.08	GR
016	Increase	RS	24.08	24.50	Single Pass
016	Increase	RS	24.50	24.55	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
016	Increase	RS	24.55	25.24	Single Pass
016	Increase	RS	25.24	25.27	GR
016	Increase	RS	25.27	25.89	Single Pass
016	Increase	RS	25.89	25.92	GR
016	Increase	RS	25.92	25.98	BR
016	Increase	RS	25.98	26.59	Single Pass
016	Increase	RS	26.59	26.69	GR
016	Increase	RS	26.69	26.72	BR
016	Increase	RS	26.72	26.77	GR
016	Increase	RS	26.77	26.85	Curb
016	Increase	RS	26.85	27.15	GR
016	Increase	RS	27.15	27.36	AN
016	Increase	RS	27.36	27.56	GR
016	Increase	RS	27.56	27.66	AN
016	Increase	RS	27.66	27.69	GR
016	Increase	RS	27.69	27.74	AN
016	Increase	RS	27.74	27.82	GR
016	Increase	RS	27.82	27.87	BR
016	Increase	RS	27.87	28.26	GR
016	Increase	RS	28.26	28.36	AN
016	Increase	RS	28.36	28.41	GR
016	Increase	RS	28.41	28.47	AN
016	Increase	RS	28.47	28.66	Curb
016	Increase	RS	28.66	28.79	AN
016	Increase	RS	28.79	29.04	Curb
016	Increase	RS	29.04	29.07	AN
016	Increase	RS	29.07	29.14	GR
016	Increase	RS	29.14	29.19	JB
016	Decrease	RS	29.19	29.03	AN
016	Decrease	RS	29.03	29.00	GR
016	Decrease	RS	29.00	28.87	Curb
016	Decrease	RS	28.87	28.79	GR
016	Decrease	RS	28.79	28.22	AN
016	Decrease	RS	28.22	28.21	GR
016	Decrease	RS	28.21	27.66	AN
016	Decrease	RS	27.66	27.64	GR
016	Decrease	RS	27.64	27.54	AN
016	Decrease	RS	27.54	27.49	GR
016	Decrease	RS	27.49	27.14	AN
016	Decrease	RS	27.14	27.02B	GR
016	Decrease	RS	27.02B	26.96	AN
016	Decrease	RS	26.96	26.85	GR
016	Decrease	RS	26.85	26.72	Single Pass

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
016	Decrease	RS	26.72	26.71	GR
016	Decrease	RS	26.71	26.68	BR
016	Decrease	RS	26.68	26.64	Single Pass
016	Decrease	RS	26.64	26.43	GR
016	Decrease	RS	26.43	26.35	Single Pass
016	Decrease	RS	26.35	26.20	GR
016	Decrease	RS	26.20	26.11	Single Pass
016	Decrease	RS	26.11	25.99	GR
016	Decrease	RS	25.99	25.95	Single Pass
016	Decrease	RS	25.95	25.92	GR
016	Decrease	RS	25.92	25.87	BR
016	Decrease	RS	25.87	25.30	Single Pass
016	Decrease	RS	25.30	25.20	GR
016	Decrease	RS	25.20	24.56	Single Pass
016	Decrease	RS	24.56	24.54	GR
016	Decrease	RS	24.54	24.43	Single Pass
016	Decrease	RS	24.43	24.32	GR
016	Decrease	RS	24.32	24.19	Single Pass
016	Decrease	RS	24.19	23.95	GR
016	Decrease	RS	23.95	23.70	Single Pass
016	Decrease	RS	23.70	23.55	GR
016	Decrease	RS	23.55	23.06	Single Pass
016	Decrease	RS	23.06	23.02	GR
016	Decrease	RS	23.02	22.79	Single Pass
016	Decrease	RS	22.79	22.64	GR
016	Decrease	RS	22.64	22.61	BR
016	Decrease	RS	22.61	22.31	Single Pass
016	Decrease	RS	22.31	22.15	GR
016	Decrease	RS	22.15	21.86	Single Pass
016	Decrease	RS	21.86	20.89	Curb
016	Decrease	RS	20.89	20.20	Single Pass
016	Decrease	RS	20.20	20.12	GR
016	Decrease	RS	20.12	20.08	Single Pass
016	Decrease	RS	20.08	20.07	GR
016	Decrease	RS	20.07	19.92	Single Pass
016	Decrease	RS	19.92	19.68	Curb
016	Decrease	RS	19.68	19.55	Single Pass
016	Decrease	RS	19.55	19.22	GR
016	Decrease	RS	19.22	18.97	Single Pass
016	Decrease	RS	18.97	18.67	Curb
016	Decrease	RS	18.67	17.71	Single Pass
016	Decrease	RS	17.71	17.50	GR
016	Decrease	RS	17.50	16.64	Single Pass
016	Decrease	RS	16.64	16.13	GR

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
016	Decrease	RS	16.13	15.97	Single Pass
016	Decrease	RS	15.97	15.82	GR
016	Decrease	RS	15.82	15.78	BR
016	Decrease	RS	15.78	15.60	Single Pass
016	Decrease	RS	15.60	15.48	GR
016	Decrease	RS	15.48	15.40	Single Pass
016	Decrease	RS	15.40	15.11	GR
016	Decrease	RS	15.11	14.89	Curb
016	Decrease	RS	14.89	14.66	Single Pass
016	Decrease	RS	14.66	14.49	GR
016	Decrease	RS	14.49	14.38	Curb
016	Decrease	RS	14.38	14.05	Single Pass
016	Decrease	RS	14.05	13.90	GR
016	Decrease	RS	13.90	13.66	Single Pass
016	Decrease	RS	13.66	13.51	GR
016	Decrease	RS	13.51	12.88	Single Pass
016	Decrease	RS	12.88	12.79	GR
016	Decrease	RS	12.79	12.75	BR
016	Decrease	RS	12.75	12.54	GR
016	Decrease	RS	12.54	11.96	Single Pass
016	Decrease	RS	11.96	11.88	GR
016	Decrease	RS	11.88	11.64	Single Pass
016	Decrease	RS	11.64	11.61	GR
016	Decrease	RS	11.61	11.57	Single Pass
016	Decrease	RS	11.57	11.26	GR
016	Decrease	RS	11.26	10.65	Single Pass
016	Decrease	RS	10.65	10.57	Curb
016	Decrease	RS	10.57	10.38	Single Pass
016	Decrease	RS	10.38	10.15	GR
016	Decrease	RS	10.15	8.43	Single Pass

016	Increase	LS	8.70	8.86	JB/No Median
016	Increase	LS	8.86	9.27	GR/No Median
016	Increase	LS	9.27	11.97	Multi Pass
016	Increase	LS	11.97	12.00	GR
016	Increase	LS	12.00	12.69	Multi Pass
016	Increase	LS	12.69	12.75	GR
016	Increase	LS	12.75	12.78	BR
016	Increase	LS	12.78	13.99	Multi Pass
016	Increase	LS	13.99	14.19	GR
016	Increase	LS	14.19	15.11	Multi Pass
016	Increase	LS	15.11	15.74	GR
016	Increase	LS	15.74	15.79	BR
016	Increase	LS	15.79	16.02	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
016	Increase	LS	16.02	22.57	Multi Pass
016	Increase	LS	22.57	22.60	GR
016	Increase	LS	22.60	22.63	BR
016	Increase	LS	22.63	25.87	Multi Pass
016	Increase	LS	25.87	25.91	GR
016	Increase	LS	25.91	25.97	BR
016	Increase	LS	25.97	26.65	Multi Pass
016	Increase	LS	26.65	26.69	GR
016	Increase	LS	26.69	26.72	BR
016	Increase	LS	26.72	26.96	Multi Pass
016	Increase	LS	26.96	27.83	JB/No Median
016	Increase	LS	27.83	27.87	BR
016	Increase	LS	27.87	28.06	GR
016	Increase	LS	28.06	28.17	Multi Pass
016	Decrease	LS	28.12	28.03	Multi Pass
016	Decrease	LS	28.03	27.86	GR
016	Decrease	LS	27.86	27.65	Multi Pass
016	Decrease	LS	26.74	26.71	GR
016	Decrease	LS	26.71	26.86	BR
016	Decrease	LS	26.86	25.97	Multi Pass
016	Decrease	LS	25.97	25.94	GR
016	Decrease	LS	25.94	25.88	BR
016	Decrease	LS	25.88	22.67	Multi Pass
016	Decrease	LS	22.67	22.65	GR
016	Decrease	LS	22.65	22.61	BR
016	Decrease	LS	22.61	15.84	Multi Pass
016	Decrease	LS	15.84	15.82	GR
016	Decrease	LS	15.82	15.78	BR
016	Decrease	LS	15.78	13.90	Multi Pass
016	Decrease	LS	13.90	13.61	GR
016	Decrease	LS	13.61	13.00	Multi Pass
016	Decrease	LS	13.00	12.79	GR
016	Decrease	LS	12.79	12.75	BR
016	Decrease	LS	12.75	12.63	GR
016	Decrease	LS	12.63	12.02	Multi Pass
016	Decrease	LS	12.02	11.99	GR
016	Decrease	LS	11.99	9.28	Multi Pass
101	Increase	RS	294.63	294.89	Curb
101	Increase	RS	294.89	296.13	AN
101	Increase	RS	296.13	296.24	GR
101	Increase	RS	296.24	296.50	AN
101	Increase	RS	296.50	296.62	GR

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	296.62	296.63	AN
101	Increase	RS	296.63	296.64	GR
101	Increase	RS	296.64	296.68	BR
101	Increase	RS	296.68	296.87	GR
101	Increase	RS	296.87	296.98	AN
101	Increase	RS	296.98	297.33	GR
101	Increase	RS	297.33	297.34	AN
101	Increase	RS	297.34	297.38	GR
101	Increase	RS	297.38	297.43	AN
101	Increase	RS	297.43	297.49	GR
101	Increase	RS	297.49	297.57	AN
101	Increase	RS	297.57	297.62	GR
101	Increase	RS	297.62	298.30	AN
101	Increase	RS	298.30	298.32	GR
101	Increase	RS	298.32	298.37	AN
101	Increase	RS	298.37	298.50	GR
101	Increase	RS	298.50	298.58	AN
101	Increase	RS	298.58	299.63	GR
101	Increase	RS	299.63	299.82	AN
101	Increase	RS	299.82	299.88	GR
101	Increase	RS	299.88	300.06	AN
101	Increase	RS	300.06	300.26	GR
101	Increase	RS	300.26	300.36	AN
101	Increase	RS	300.36	300.38	GR
101	Increase	RS	300.38	300.47	AN
101	Increase	RS	300.47	300.66	GR
101	Increase	RS	300.66	300.72	AN
101	Increase	RS	300.72	300.89	GR
101	Increase	RS	300.89	301.07	AN
101	Increase	RS	301.07	301.29	GR
101	Increase	RS	301.29	301.30	AN
101	Increase	RS	301.30	301.44	GR
101	Increase	RS	301.44	301.82	AN
101	Increase	RS	301.82	301.94	GR
101	Increase	RS	301.94	302.00	AN
101	Increase	RS	302.00	302.11	GR
101	Increase	RS	302.11	302.19	AN
101	Increase	RS	302.19	302.25	GR
101	Increase	RS	302.25	302.90	AN
101	Increase	RS	302.90	303.02	GR
101	Increase	RS	303.02	305.77	AN
101	Increase	RS	305.77	305.79	GR
101	Increase	RS	305.79	305.81	BR
101	Increase	RS	305.81	305.82	GR

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	305.82	306.43	AN
101	Increase	RS	306.43	306.44	GR
101	Increase	RS	306.44	306.46	BR
101	Increase	RS	306.46	306.48	GR
101	Increase	RS	306.48	306.51	BR
101	Increase	RS	306.51	306.52	GR
101	Increase	RS	306.52	306.54	AN
101	Increase	RS	306.54	306.60	GR
101	Increase	RS	306.60	306.70	BR
101	Increase	RS	306.70	306.83	JB
101	Increase	RS	306.83	306.96	GR
101	Increase	RS	306.96	307.12	AN
101	Increase	RS	307.12	307.13	GR
101	Increase	RS	307.13	307.15	BR
101	Increase	RS	307.15	307.16	GR
101	Increase	RS	307.16	308.79	AN
101	Increase	RS	308.79	308.81	GR
101	Increase	RS	308.81	309.71	AN
101	Increase	RS	309.71	309.77	GR
101	Increase	RS	309.77	309.78	AN
101	Increase	RS	309.78	309.83	GR
101	Increase	RS	309.83	310.04	AN
101	Increase	RS	310.04	310.05	GR
101	Increase	RS	310.05	310.07	BR
101	Increase	RS	310.07	310.08	GR
101	Increase	RS	310.08	310.18	AN
101	Increase	RS	310.18	310.19	GR
101	Increase	RS	310.19	310.22	BR
101	Increase	RS	310.22	310.23	GR
101	Increase	RS	310.23	310.41	AN
101	Increase	RS	310.41	310.43	GR
101	Increase	RS	310.43	310.81	AN
101	Increase	RS	310.81	310.83	GR
101	Increase	RS	310.83	311.02	AN
101	Increase	RS	311.02	311.04	GR
101	Increase	RS	311.04	311.16	AN
101	Increase	RS	311.16	311.18	GR
101	Increase	RS	311.18	311.25	AN
101	Increase	RS	311.25	311.27	GR
101	Increase	RS	311.27	311.53	AN
101	Increase	RS	311.53	311.58	Curb
101	Increase	RS	311.58	312.29	AN
101	Increase	RS	312.29	312.33	BR
101	Increase	RS	312.33	312.79	AN

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	312.79	312.82	GR
101	Increase	RS	312.82	313.22	AN
101	Increase	RS	313.22	313.25	GR
101	Increase	RS	313.25	313.48	AN
101	Increase	RS	313.48	313.54	GR
101	Increase	RS	313.54	313.56	BR
101	Increase	RS	313.56	313.60	GR
101	Increase	RS	313.60	314.08	AN
101	Increase	RS	314.08	314.11	GR
101	Increase	RS	314.11	314.74	AN
101	Increase	RS	314.74	314.76	GR
101	Increase	RS	314.76	315.00	AN
101	Increase	RS	315.00	315.10	Curb
101	Increase	RS	315.10	315.20	AN
101	Increase	RS	315.20	315.22	GR
101	Increase	RS	315.22	315.40	AN
101	Increase	RS	315.40	315.49	Curb
101	Increase	RS	315.49	315.72	AN
101	Increase	RS	315.72	315.82	Curb
101	Increase	RS	315.82	316.29	AN
101	Increase	RS	316.29	316.31	GR
101	Increase	RS	316.31	316.73	AN
101	Increase	RS	316.73	316.75	GR
101	Increase	RS	316.75	317.20	AN
101	Increase	RS	317.20	317.35	Curb
101	Increase	RS	317.35	317.41	AN
101	Increase	RS	317.41	317.43	GR
101	Increase	RS	317.43	317.64	AN
101	Increase	RS	317.64	317.66	GR
101	Increase	RS	317.66	318.52	AN
101	Increase	RS	318.52	318.53	GR
101	Increase	RS	318.53	318.54	BR
101	Increase	RS	318.54	318.55	GR
101	Increase	RS	318.55	319.40	AN
101	Increase	RS	319.40	319.49	Curb
101	Increase	RS	319.49	319.50	GR
101	Increase	RS	319.50	319.70	AN
101	Increase	RS	319.70	319.71	GR
101	Increase	RS	319.71	319.74	BR
101	Increase	RS	319.74	319.75	GR
101	Increase	RS	319.75	319.92	AN
101	Increase	RS	319.92	319.93	GR
101	Increase	RS	319.93	319.96	BR
101	Increase	RS	319.96	319.97	GR

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	319.97	320.09	AN
101	Increase	RS	320.09	320.11	JB
101	Increase	RS	320.11	320.46	AN
101	Increase	RS	320.46	320.49	JB
101	Increase	RS	320.49	320.60	AN
101	Increase	RS	320.60	320.63	JB
101	Increase	RS	320.63	321.45	AN
101	Increase	RS	321.45	321.46	GR
101	Increase	RS	321.46	321.48	JB
101	Increase	RS	321.48	321.50	GR
101	Increase	RS	321.50	322.27	AN
101	Increase	RS	322.27	322.31	Wall Structure
101	Increase	RS	322.31	324.67	AN
101	Increase	RS	324.67	324.68	GR
101	Increase	RS	324.68	324.70	BR
101	Increase	RS	324.70	324.71	GR
101	Increase	RS	324.71	324.96	AN
101	Increase	RS	324.96	324.97	JB
101	Increase	RS	324.97	326.69	AN
101	Increase	RS	326.69	326.80	JB
101	Increase	RS	326.80	327.20	AN
101	Increase	RS	327.20	327.24	GR
101	Increase	RS	327.24	327.27	BR
101	Increase	RS	327.27	327.29	GR
101	Increase	RS	327.29	327.73	AN
101	Increase	RS	327.73	327.82	GR
101	Increase	RS	327.82	328.85	AN
101	Increase	RS	328.85	328.87	GR
101	Increase	RS	328.87	329.07	AN
101	Increase	RS	329.07	329.08	BR
101	Increase	RS	329.08	329.26	AN
101	Increase	RS	329.26	329.29	GR
101	Increase	RS	329.29	329.92	AN
101	Increase	RS	329.92	329.93	GR
101	Increase	RS	329.93	329.94	BR
101	Increase	RS	329.94	330.65	AN
101	Increase	RS	330.65	330.70	GR
101	Increase	RS	330.70	330.81	AN
101	Increase	RS	330.81	330.83	GR
101	Increase	RS	330.83	331.22	AN
101	Increase	RS	331.22	331.26	GR
101	Increase	RS	331.26	331.70	AN
101	Increase	RS	331.70	331.71	GR
101	Increase	RS	331.71	331.72	BR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	331.72	334.46	AN
101	Increase	RS	334.46	334.48	GR
101	Increase	RS	334.48	334.50	BR
101	Increase	RS	334.50	334.51	GR
101	Increase	RS	334.51	336.62	AN
101	Increase	RS	336.62	336.66	JB
101	Increase	RS	336.66	337.06	AN
101	Increase	RS	337.06	337.19	JB
101	Increase	RS	337.19	338.22	AN
101	Increase	RS	338.22	338.30	GR
101	Increase	RS	338.30	338.53	AN
101	Increase	RS	338.53	338.54	GR
101	Increase	RS	338.54	338.57	JB
101	Increase	RS	338.57	338.72	GR
101	Increase	RS	338.72	338.79	BR
101	Increase	RS	338.79	338.80	GR
101	Increase	RS	338.80	338.81	AN
101	Increase	RS	338.81	338.85	GR
101	Increase	RS	338.85	338.86	AN
101	Increase	RS	338.86	338.92	GR
101	Increase	RS	338.92	338.93	AN
101	Increase	RS	338.93	339.04	GR
101	Increase	RS	339.04	339.05	AN
101	Increase	RS	339.05	339.06	GR
101	Increase	RS	339.06	339.08	BR
101	Increase	RS	339.08	339.24	GR
101	Increase	RS	339.24	339.26	BR
101	Increase	RS	339.26	339.27	GR
101	Increase	RS	339.27	341.40	AN
101	Increase	RS	341.40	341.60	GR
101	Increase	RS	341.60	341.94	AN
101	Increase	RS	341.94	342.00	GR
101	Increase	RS	342.00	344.80	AN
101	Increase	RS	344.80	344.87	GR
101	Increase	RS	344.87	346.48	AN
101	Increase	RS	346.48	346.53	GR
101	Increase	RS	346.53	346.60	BR
101	Increase	RS	346.60	346.82	GR
101	Increase	RS	346.82	346.86	BR
101	Increase	RS	346.86	346.93	GR
101	Increase	RS	346.93	346.97	Single Pass
101	Increase	RS	346.97	347.46	GR
101	Increase	RS	347.46	348.16	Single Pass
101	Increase	RS	348.16	348.32	GR

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Increase	RS	348.32	348.45	Single Pass
101	Increase	RS	348.45	348.46	GR
101	Increase	RS	348.46	348.49	BR
101	Increase	RS	348.49	348.53	GR
101	Increase	RS	348.53	349.16	Single Pass
101	Increase	RS	349.16	349.18	GR
101	Increase	RS	349.18	349.21	BR
101	Increase	RS	349.21	349.22	GR
101	Increase	RS	349.22	352.82	Single Pass
101	Increase	RS	352.82	353.20	Curb
101	Increase	RS	353.20	353.37	Single Pass
101	Increase	RS	353.37	353.52	GR
101	Increase	RS	353.52	353.54	JB
101	Increase	RS	353.54	353.81	GR
101	Increase	RS	353.81	353.86	BR
101	Increase	RS	353.86	354.02	Single Pass
101	Increase	RS	354.02	354.11	Curb
101	Increase	RS	354.11	354.23	Single Pass
101	Increase	RS	354.23	254.29	Curb
101	Increase	RS	254.29	355.52	Single Pass
101	Increase	RS	355.52	355.63	Curb
101	Increase	RS	355.63	356.16	Single Pass
101	Increase	RS	356.16	356.18	GR
101	Increase	RS	356.18	356.21	BR
101	Increase	RS	356.21	356.81	Single Pass
101	Increase	RS	356.81	356.89	GR
101	Increase	RS	356.89	357.80	Single Pass
101	Increase	RS	357.80	358.09	GR
101	Increase	RS	358.09	359.54	Single Pass
101	Increase	RS	359.54	359.58	GR
101	Increase	RS	359.58	359.59	BR
101	Increase	RS	359.59	360.03	Single Pass
101	Decrease	RS	360.03	359.98	GR
101	Decrease	RS	359.98	359.74	Single Pass
101	Decrease	RS	359.74	359.64	GR
101	Decrease	RS	359.64	359.53	Single Pass
101	Decrease	RS	359.53	359.50	GR
101	Decrease	RS	359.50	358.08	Single Pass
101	Decrease	RS	358.08	357.63	GR
101	Decrease	RS	357.63	356.22	Single Pass
101	Decrease	RS	356.22	356.20	GR
101	Decrease	RS	356.20	356.17	BR
101	Decrease	RS	356.17	356.00	GR

Table 1.2.3

Definitions:

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SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	356.00	355.65	Single Pass
101	Decrease	RS	355.65	355.50	GR
101	Decrease	RS	355.50	354.29	Single Pass
101	Decrease	RS	354.29	354.24	Curb
101	Decrease	RS	354.24	353.94	Single Pass
101	Decrease	RS	353.94	353.89	Curb
101	Decrease	RS	353.89	353.87	GR
101	Decrease	RS	353.87	353.82	BR
101	Decrease	RS	353.82	353.65	GR
101	Decrease	RS	353.65	353.61	Curb
101	Decrease	RS	353.61	353.56	GR
101	Decrease	RS	353.56	353.54	BR
101	Decrease	RS	353.54	353.46	GR
101	Decrease	RS	353.46	353.15	Single Pass
101	Decrease	RS	353.15	352.88	GR
101	Decrease	RS	352.88	351.25	Single Pass
101	Decrease	RS	351.25	351.24	GR
101	Decrease	RS	351.24	350.75	Single Pass
101	Decrease	RS	350.75	350.74	GR
101	Decrease	RS	350.74	350.25	Single Pass
101	Decrease	RS	350.25	350.24	GR
101	Decrease	RS	350.24	349.21	Single Pass
101	Decrease	RS	349.21	349.20	GR
101	Decrease	RS	349.20	349.17	BR
101	Decrease	RS	349.17	349.16	GR
101	Decrease	RS	349.16	348.54	Single Pass
101	Decrease	RS	348.54	348.47	GR
101	Decrease	RS	348.47	348.44	BR
101	Decrease	RS	348.44	348.43	GR
101	Decrease	RS	348.43	348.35	Single Pass
101	Decrease	RS	348.35	348.15	GR
101	Decrease	RS	348.15	347.46	Single Pass
101	Decrease	RS	347.46	347.00	GR
101	Decrease	RS	347.00	346.98	Single Pass
101	Decrease	RS	346.98	346.84	GR
101	Decrease	RS	346.84	346.80	BR
101	Decrease	RS	346.80	346.67	GR
101	Decrease	RS	346.67	346.62	Single Pass
101	Decrease	RS	346.62	346.58	GR
101	Decrease	RS	346.58	346.52	BR
101	Decrease	RS	346.52	346.46	GR
101	Decrease	RS	346.46	345.43	Single Pass
101	Decrease	RS	345.43	345.42	GR
101	Decrease	RS	345.42	345.13	Single Pass

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	345.13	345.10	Wall Structure
101	Decrease	RS	345.10	345.02	Single Pass
101	Decrease	RS	345.02	344.96	GR
101	Decrease	RS	344.96	343.67	AN
101	Decrease	RS	343.67	343.60	GR
101	Decrease	RS	343.60	342.72	AN
101	Decrease	RS	342.72	342.64	GR
101	Decrease	RS	342.64	342.16	AN
101	Decrease	RS	342.16	342.13	GR
101	Decrease	RS	342.13	342.02	AN
101	Decrease	RS	342.02	341.88	GR
101	Decrease	RS	341.88	341.61	AN
101	Decrease	RS	341.61	341.43	GR
101	Decrease	RS	341.43	339.31	AN
101	Decrease	RS	339.31	339.30	GR
101	Decrease	RS	339.30	339.27	BR
101	Decrease	RS	339.27	339.12	GR
101	Decrease	RS	339.12	339.10	BR
101	Decrease	RS	339.10	339.08	GR
101	Decrease	RS	339.08	339.07	AN
101	Decrease	RS	339.07	338.83	GR
101	Decrease	RS	338.83	338.75	BR
101	Decrease	RS	338.75	338.64	GR
101	Decrease	RS	338.64	338.62	AN
101	Decrease	RS	338.62	338.61	GR
101	Decrease	RS	338.61	338.58	BR
101	Decrease	RS	338.58	338.57	GR
101	Decrease	RS	338.57	338.31	AN
101	Decrease	RS	338.31	338.20	GR
101	Decrease	RS	338.20	337.63	AN
101	Decrease	RS	337.63	337.30	GR
101	Decrease	RS	337.30	337.25	AN
101	Decrease	RS	337.25	337.17	GR
101	Decrease	RS	337.17	334.50	AN
101	Decrease	RS	334.50	334.49	GR
101	Decrease	RS	334.49	334.46	BR
101	Decrease	RS	334.46	334.44	GR
101	Decrease	RS	334.44	332.86	AN
101	Decrease	RS	332.86	332.84	JB
101	Decrease	RS	332.84	334.81	AN
101	Decrease	RS	332.81	332.80	JB
101	Decrease	RS	332.80	331.96	AN
101	Decrease	RS	331.96	331.88	Curb
101	Decrease	RS	331.88	331.72	AN

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	331.72	331.70	BR
101	Decrease	RS	331.70	331.69	GR
101	Decrease	RS	331.69	331.40	AN
101	Decrease	RS	331.40	330.56	GR
101	Decrease	RS	330.56	329.95	AN
101	Decrease	RS	329.95	329.93	GR
101	Decrease	RS	329.93	329.79	AN
101	Decrease	RS	329.79	329.69	GR
101	Decrease	RS	329.69	329.66	AN
101	Decrease	RS	329.66	329.58	GR
101	Decrease	RS	329.58	329.53	AN
101	Decrease	RS	329.53	329.31	GR
101	Decrease	RS	329.31	329.28	AN
101	Decrease	RS	329.28	329.15	GR
101	Decrease	RS	329.15	329.09	AN
101	Decrease	RS	329.09	329.07	GR
101	Decrease	RS	329.07	328.77	AN
101	Decrease	RS	328.77	328.28	GR
101	Decrease	RS	328.28	328.77	AN
101	Decrease	RS	328.77	328.15	GR
101	Decrease	RS	328.15	328.13	AN
101	Decrease	RS	328.13	328.06	GR
101	Decrease	RS	328.06	327.82	AN
101	Decrease	RS	327.82	327.49	GR
101	Decrease	RS	327.49	327.28	AN
101	Decrease	RS	327.28	327.27	GR
101	Decrease	RS	327.27	327.24	BR
101	Decrease	RS	327.24	327.19	GR
101	Decrease	RS	327.19	326.94	AN
101	Decrease	RS	326.94	326.83	GR
101	Decrease	RS	326.83	324.99	AN
101	Decrease	RS	324.99	324.83	GR
101	Decrease	RS	324.83	324.70	AN
101	Decrease	RS	327.70	327.68	BR
101	Decrease	RS	327.68	327.67	GR
101	Decrease	RS	327.67	324.63	AN
101	Decrease	RS	324.63	324.58	GR
101	Decrease	RS	324.58	324.42	AN
101	Decrease	RS	324.42	324.21	Curb
101	Decrease	RS	324.21	323.87	AN
101	Decrease	RS	323.87	323.80	Curb
101	Decrease	RS	323.80	323.31	AN
101	Decrease	RS	323.31	323.24	GR
101	Decrease	RS	323.24	323.18	AN

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SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	323.18	323.04	GR
101	Decrease	RS	323.04	322.56	AN
101	Decrease	RS	322.56	322.39	GR
101	Decrease	RS	322.39	322.37	AN
101	Decrease	RS	322.37	321.85	GR
101	Decrease	RS	321.85	321.50	AN
101	Decrease	RS	321.50	321.48	GR
101	Decrease	RS	321.48	321.45	BR
101	Decrease	RS	321.45	321.43	GR
101	Decrease	RS	321.43	320.85	AN
101	Decrease	RS	320.85	320.72	GR
101	Decrease	RS	320.72	319.98	AN
101	Decrease	RS	319.98	319.97	GR
101	Decrease	RS	319.97	319.94	BR
101	Decrease	RS	319.94	319.93	GR
101	Decrease	RS	319.93	319.76	AN
101	Decrease	RS	319.76	319.75	GR
101	Decrease	RS	319.75	319.71	BR
101	Decrease	RS	319.71	319.70	GR
101	Decrease	RS	319.70	319.52	AN
101	Decrease	RS	319.52	319.38	GR
101	Decrease	RS	319.38	318.77	AN
101	Decrease	RS	318.77	318.69	GR
101	Decrease	RS	318.69	318.56	AN
101	Decrease	RS	318.56	318.55	GR
101	Decrease	RS	318.55	318.54	BR
101	Decrease	RS	318.54	318.53	GR
101	Decrease	RS	318.53	318.02	AN
101	Decrease	RS	318.02	317.93	GR
101	Decrease	RS	317.93	317.77	AN
101	Decrease	RS	317.77	317.66	GR
101	Decrease	RS	317.66	317.46	AN
101	Decrease	RS	317.46	317.43	GR
101	Decrease	RS	317.43	316.78	AN
101	Decrease	RS	316.78	316.66	GR
101	Decrease	RS	316.66	316.54	AN
101	Decrease	RS	316.54	316.45	GR
101	Decrease	RS	316.45	316.33	AN
101	Decrease	RS	316.33	316.31	GR
101	Decrease	RS	316.31	316.10	AN
101	Decrease	RS	316.10	316.82	GR
101	Decrease	RS	316.82	315.83	AN
101	Decrease	RS	315.83	315.73	GR
101	Decrease	RS	315.73	315.46	AN

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	315.46	315.43	GR
101	Decrease	RS	315.43	315.24	AN
101	Decrease	RS	315.24	315.22	GR
101	Decrease	RS	315.22	315.13	AN
101	Decrease	RS	315.13	315.04	GR
101	Decrease	RS	315.04	314.78	AN
101	Decrease	RS	314.78	314.75	GR
101	Decrease	RS	314.75	314.29	AN
101	Decrease	RS	314.29	314.20	GR
101	Decrease	RS	314.20	313.72	AN
101	Decrease	RS	313.72	313.58	GR
101	Decrease	RS	313.58	313.56	BR
101	Decrease	RS	313.56	313.51	GR
101	Decrease	RS	313.51	313.32	AN
101	Decrease	RS	313.32	313.25	GR
101	Decrease	RS	313.25	313.19	AN
101	Decrease	RS	313.19	313.13	GR
101	Decrease	RS	313.13	312.69	AN
101	Decrease	RS	312.69	312.58	GR
101	Decrease	RS	312.58	312.54	AN
101	Decrease	RS	312.54	312.41	GR
101	Decrease	RS	312.41	312.34	AN
101	Decrease	RS	312.34	312.32	BR
101	Decrease	RS	312.32	312.30	AN
101	Decrease	RS	312.30	312.11	GR
101	Decrease	RS	312.11	311.80	AN
101	Decrease	RS	311.80	311.57	GR
101	Decrease	RS	311.57	311.22	AN
101	Decrease	RS	311.22	311.17	GR
101	Decrease	RS	311.17	311.05	AN
101	Decrease	RS	311.05	311.03	GR
101	Decrease	RS	311.03	310.84	AN
101	Decrease	RS	310.84	310.82	GR
101	Decrease	RS	310.82	310.66	AN
101	Decrease	RS	310.66	310.60	GR
101	Decrease	RS	310.60	310.45	AN
101	Decrease	RS	310.45	310.40	GR
101	Decrease	RS	310.40	310.22	AN
101	Decrease	RS	310.22	310.21	GR
101	Decrease	RS	310.21	310.18	BR
101	Decrease	RS	310.18	310.17	GR
101	Decrease	RS	310.17	310.07	AN
101	Decrease	RS	310.07	310.06	GR
101	Decrease	RS	310.06	310.04	BR

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Definitions:
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SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	310.04	310.03	GR
101	Decrease	RS	310.03	309.83	AN
101	Decrease	RS	309.83	309.70	GR
101	Decrease	RS	309.70	309.04	AN
101	Decrease	RS	309.04	308.92	GR
101	Decrease	RS	308.92	308.56	AN
101	Decrease	RS	308.56	308.50	GR
101	Decrease	RS	308.50	308.13	AN
101	Decrease	RS	308.13	308.05	GR
101	Decrease	RS	308.05	308.00	AN
101	Decrease	RS	308.00	307.94	GR
101	Decrease	RS	307.94	307.15	AN
101	Decrease	RS	307.15	307.14	GR
101	Decrease	RS	307.14	307.12	BR
101	Decrease	RS	307.12	307.11	GR
101	Decrease	RS	307.11	306.94	AN
101	Decrease	RS	306.94	306.81	GR
101	Decrease	RS	306.81	306.72	BR
101	Decrease	RS	306.72	306.58	JB
101	Decrease	RS	306.58	306.71	GR
101	Decrease	RS	306.71	306.51	AN
101	Decrease	RS	306.51	306.50	GR
101	Decrease	RS	306.50	306.47	BR
101	Decrease	RS	306.47	306.45	GR
101	Decrease	RS	306.45	306.43	BR
101	Decrease	RS	306.43	306.42	GR
101	Decrease	RS	306.42	305.84	AN
101	Decrease	RS	305.84	305.81	GR
101	Decrease	RS	305.81	305.79	BR
101	Decrease	RS	305.79	305.78	GR
101	Decrease	RS	305.78	305.63	AN
101	Decrease	RS	305.63	305.51	GR
101	Decrease	RS	305.51	304.17	AN
101	Decrease	RS	304.17	304.09	GR
101	Decrease	RS	304.09	303.71	AN
101	Decrease	RS	303.71	303.69	GR
101	Decrease	RS	303.69	303.67	AN
101	Decrease	RS	303.67	303.60	GR
101	Decrease	RS	303.60	303.04	AN
101	Decrease	RS	303.04	302.88	GR
101	Decrease	RS	302.88	302.83	AN
101	Decrease	RS	302.83	302.49	GR
101	Decrease	RS	302.49	302.44	AN
101	Decrease	RS	302.44	302.31	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	RS	302.31	302.25	AN
101	Decrease	RS	302.25	301.97	GR
101	Decrease	RS	301.97	301.92	AN
101	Decrease	RS	301.92	301.82	GR
101	Decrease	RS	301.82	300.86	AN
101	Decrease	RS	300.86	300.73	GR
101	Decrease	RS	300.73	300.60	AN
101	Decrease	RS	300.60	300.51	GR
101	Decrease	RS	300.51	300.35	AN
101	Decrease	RS	300.35	300.34	GR
101	Decrease	RS	300.34	300.21	AN
101	Decrease	RS	300.21	300.06	GR
101	Decrease	RS	300.06	299.86	AN
101	Decrease	RS	299.86	299.77	GR
101	Decrease	RS	299.77	298.52	AN
101	Decrease	RS	298.52	298.39	GR
101	Decrease	RS	298.39	298.32	AN
101	Decrease	RS	298.32	298.30	GR
101	Decrease	RS	298.30	296.82	AN
101	Decrease	RS	296.82	296.69	GR
101	Decrease	RS	296.69	296.65	BR
101	Decrease	RS	296.65	296.45	GR
101	Decrease	RS	296.45	296.27	AN
101	Decrease	RS	296.27	296.12	GR
101	Decrease	RS	296.12	294.63	AN
101	Increase	LS	349.32	353.27	Multi Pass
101	Increase	LS	353.27	353.52	JB/No Median
101	Increase	LS	353.52	353.54	BR
101	Increase	LS	353.54	353.66	JB/No Median
101	Increase	LS	353.66	353.78	Multi Pass
101	Increase	LS	353.78	353.81	GR
101	Increase	LS	353.81	353.86	BR
101	Increase	LS	353.86	353.87	GR
101	Increase	LS	353.87	356.16	Multi Pass
101	Increase	LS	356.16	356.18	GR
101	Increase	LS	356.18	356.20	BR
101	Increase	LS	356.20	356.21	GR
101	Increase	LS	356.21	359.56	Multi Pass
101	Increase	LS	359.56	359.58	GR
101	Increase	LS	359.58	359.59	BR
101	Increase	LS	359.59	359.60	GR
101	Increase	LS	359.60	360.54	Multi Pass

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
101	Decrease	LS	360.54	359.54	Multi Pass
101	Decrease	LS	359.54	359.52	GR
101	Decrease	LS	359.52	359.51	BR
101	Decrease	LS	359.51	356.22	Multi Pass
101	Decrease	LS	356.22	356.20	GR
101	Decrease	LS	356.20	356.18	BR
101	Decrease	LS	356.18	356.17	GR
101	Decrease	LS	356.17	353.89	Multi Pass
101	Decrease	LS	353.89	353.87	GR
101	Decrease	LS	353.87	353.82	BR
101	Decrease	LS	353.82	353.81	GR
101	Decrease	LS	353.81	353.68	Multi Pass
101	Decrease	LS	353.68	353.56	JB/No Median
101	Decrease	LS	353.56	353.54	BR
101	Decrease	LS	353.54	353.21	JB/No Median
101	Decrease	LS	353.21	349.32	Multi Pass
104	Increase	RS	13.93	15.42	BR
104	Increase	RS	15.42	15.46	GR
104	Increase	RS	15.46	15.81	AN
104	Increase	RS	15.81	15.95	Curb
104	Increase	RS	15.95	17.66	AN
104	Increase	RS	17.66	17.70	GR
104	Increase	RS	17.70	17.83	AN
104	Increase	RS	17.83	17.85	GR
104	Increase	RS	17.85	19.79	AN
104	Increase	RS	19.79	19.83	GR
104	Increase	RS	19.83	19.84	AN
104	Increase	RS	19.84	19.94	GR
104	Increase	RS	19.94	20.56	AN
104	Increase	RS	20.56	20.59	GR
104	Increase	RS	20.59	20.61	AN
104	Increase	RS	20.61	20.70	GR
104	Increase	RS	20.70	21.69	AN
104	Increase	RS	21.69	21.83	GR
104	Increase	RS	21.83	21.90	AN
104	Increase	RS	21.90	21.95	GR
104	Increase	RS	21.95	21.97	AN
104	Increase	RS	21.97	22.00	Curb
104	Increase	RS	22.00	22.13	AN
104	Increase	RS	22.13	22.25	GR
104	Increase	RS	22.25	22.42	AN
104	Increase	RS	22.42	22.46	GR
104	Increase	RS	22.46	22.94	AN

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
104	Increase	RS	22.94	22.98	GR
104	Increase	RS	22.98	23.00	AN
104	Increase	RS	23.00	23.06	GR
104	Increase	RS	23.06	23.13	AN
104	Increase	RS	23.13	23.17	GR
104	Increase	RS	23.17	23.30	AN
104	Increase	RS	23.30	23.55	GR
104	Increase	RS	23.55	23.86	AN
104	Increase	RS	23.86	24.44	Curb
104	Decrease	RS	24.44	23.85	Curb
104	Decrease	RS	23.85	23.46	AN
104	Decrease	RS	23.46	23.30	GR
104	Decrease	RS	23.30	22.99	AN
104	Decrease	RS	22.99	22.93	GR
104	Decrease	RS	22.93	22.75	AN
104	Decrease	RS	22.75	22.61	GR
104	Decrease	RS	22.61	22.50	AN
104	Decrease	RS	22.50	22.38	GR
104	Decrease	RS	22.38	22.27	AN
104	Decrease	RS	22.27	22.15	GR
104	Decrease	RS	22.15	21.93	AN
104	Decrease	RS	21.93	21.87	GR
104	Decrease	RS	21.87	21.82	AN
104	Decrease	RS	21.82	21.63	GR
104	Decrease	RS	21.63	20.66	AN
104	Decrease	RS	20.66	20.58	Curb
104	Decrease	RS	20.58	20.48	AN
104	Decrease	RS	20.48	20.20	GR
104	Decrease	RS	20.20	19.97	AN
104	Decrease	RS	19.97	19.88	GR
104	Decrease	RS	19.88	19.85	AN
104	Decrease	RS	19.85	19.82	GR
104	Decrease	RS	19.82	19.64	AN
104	Decrease	RS	19.64	19.55	GR
104	Decrease	RS	19.55	18.52	AN
104	Decrease	RS	18.52	18.49	GR
104	Decrease	RS	18.49	17.85	AN
104	Decrease	RS	17.85	17.82	GR
104	Decrease	RS	17.82	17.71	AN
104	Decrease	RS	17.71	17.68	GR
104	Decrease	RS	17.68	16.45	AN
104	Decrease	RS	16.45	16.43	GR
104	Decrease	RS	16.43	15.58	AN

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Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
104	Decrease	RS	15.58	15.52	GR
104	Decrease	RS	15.52	15.51	AN
104	Decrease	RS	15.51	15.43	GR
104	Decrease	RS	15.43	13.93	BR
106	Increase	RS	0.00	1.37	Single Pass
106	Increase	RS	1.37	1.38	GR
106	Increase	RS	1.38	1.52	BR
106	Increase	RS	1.52	1.53	GR
106	Increase	RS	1.53	6.58	Single Pass
106	Increase	RS	6.58	6.60	GR
106	Increase	RS	6.60	6.84	Single Pass
106	Increase	RS	6.84	6.87	GR
106	Increase	RS	6.87	15.21	Single Pass
106	Increase	RS	15.21	15.23	Curb
106	Increase	RS	15.23	19.95	Single Pass
106	Increase	RS	19.95	20.07	Curb
106	Increase	RS	20.07	20.09	Single Pass
106	Decrease	RS	20.09	14.70	Single Pass
106	Decrease	RS	14.70	14.69	Curb
106	Decrease	RS	14.69	12.14	Single Pass
106	Decrease	RS	12.14	12.05	GR
106	Decrease	RS	12.05	11.79	Single Pass
106	Decrease	RS	11.79	11.64	GR
106	Decrease	RS	11.64	11.63	Single Pass
106	Decrease	RS	11.63	11.62	GR
106	Decrease	RS	11.62	9.84	Single Pass
106	Decrease	RS	9.84	9.80	GR
106	Decrease	RS	9.80	7.87	Single Pass
106	Decrease	RS	7.87	7.81	GR
106	Decrease	RS	7.81	7.19	Single Pass
106	Decrease	RS	7.19	7.15	Curb
106	Decrease	RS	7.15	6.69	Single Pass
106	Decrease	RS	6.69	6.66	GR
106	Decrease	RS	6.66	6.65	Single Pass
106	Decrease	RS	6.65	6.63	GR
106	Decrease	RS	6.63	6.62	Single Pass
106	Decrease	RS	6.62	6.60	GR
106	Decrease	RS	6.60	6.56	Fence
106	Decrease	RS	6.56	6.50	Single Pass
106	Decrease	RS	6.50	6.49	GR
106	Decrease	RS	6.49	4.96	Single Pass
106	Decrease	RS	4.96	4.94	GR

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
106	Decrease	RS	4.94	2.78	Single Pass
106	Decrease	RS	2.78	2.70	GR
106	Decrease	RS	2.70	1.54	Single Pass
106	Decrease	RS	1.54	1.52	GR
106	Decrease	RS	1.52	1.39	BR
106	Decrease	RS	1.39	1.37	GR
106	Decrease	RS	1.37	0.00	Single Pass
119	Increase	RS	0.00	0.16	AN
119	Increase	RS	0.16	0.21	Curb
119	Increase	RS	0.21	0.32	GR
119	Increase	RS	0.32	0.54	AN
119	Increase	RS	0.54	0.58	GR
119	Increase	RS	0.58	4.80	AN
119	Increase	RS	4.80	4.81	Curb
119	Increase	RS	4.81	5.74	AN
119	Increase	RS	5.74	5.76	JB
119	Increase	RS	5.76	5.79	AN
119	Increase	RS	5.79	5.85	JB
119	Increase	RS	5.85	9.35	AN
119	Increase	RS	9.35	9.36	GR
119	Increase	RS	9.36	9.37	BR
119	Increase	RS	9.37	9.38	GR
119	Increase	RS	9.38	10.93	AN
119	Decrease	RS	10.93	9.37	AN
119	Decrease	RS	9.37	9.36	GR
119	Decrease	RS	9.36	9.35	BR
119	Decrease	RS	9.35	9.34	GR
119	Decrease	RS	9.34	4.99	AN
119	Decrease	RS	4.99	4.97	GR
119	Decrease	RS	4.97	1.23	AN
119	Decrease	RS	1.23	1.20	GR
119	Decrease	RS	1.20	1.14	AN
119	Decrease	RS	1.14	1.11	GR
119	Decrease	RS	1.11	0.02	AN
119	Decrease	RS	0.02	0.00	Curb
160	Increase	RS	0.00	0.33	City of Port Orchard maintenance
160	Increase	RS	0.33	0.36	Curb
160	Increase	RS	0.36	0.74	AN
160	Increase	RS	0.74	1.01	Curb
160	Increase	RS	1.01	3.80	AN
160	Increase	RS	3.80	3.84	GR

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
160	Increase	RS	3.84	3.89	AN
160	Increase	RS	3.89	4.02	Curb
160	Increase	RS	4.02	7.30	AN
160	Increase	RS	7.30	7.47	Curb
160	Decrease	RS	7.47	7.41	GR
160	Decrease	RS	7.41	4.00	AN
160	Decrease	RS	4.00	3.85	Curb
160	Decrease	RS	3.85	3.80	GR
160	Decrease	RS	3.80	2.82	AN
160	Decrease	RS	2.82	2.81	GR
160	Decrease	RS	2.81	2.79	AN
160	Decrease	RS	2.79	2.78	GR
160	Decrease	RS	2.78	1.00	AN
160	Decrease	RS	1.00	0.72	Curb
160	Decrease	RS	0.72	0.36	AN
160	Decrease	RS	0.36	0.33	GR
160	Decrease	RS	0.33	0.00	City of Port Orchard maintenance
166	Increase	RS	0.02	0.05	Single Pass
166	Increase	RS	0.05	0.26	Curb
166	Increase	RS	0.26	0.34	Single Pass
166	Increase	RS	0.34	0.36	GR
166	Increase	RS	0.36	0.37	Wall Structure
166	Increase	RS	0.37	0.39	GR
166	Increase	RS	0.39	0.57	Single Pass
166	Increase	RS	0.57	4.95	City of Port Orchard maintenance
166	Decrease	RS	4.95	0.57	City of Port Orchard maintenance
166	Decrease	RS	0.57	0.47	Single Pass
166	Decrease	RS	0.47	0.44	GR
166	Decrease	RS	0.44	0.42	Single Pass
166	Decrease	RS	0.42	0.39	GR
166	Decrease	RS	0.39	0.36	Single Pass
166	Decrease	RS	0.36	0.33	GR
166	Decrease	RS	0.33	0.32	Wall Structure
166	Decrease	RS	0.32	0.30	GR
166	Decrease	RS	0.30	0.02	Single Pass
300	Increase	RS	0.00	0.27	AN
300	Increase	RS	0.27	0.28	GR
300	Increase	RS	0.28	0.29	BR
300	Increase	RS	0.29	0.31	GR
300	Increase	RS	0.31	2.81	AN

Table 1.2.3

Definitions:

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
300	Increase	RS	2.81	2.82	GR
300	Increase	RS	2.82	2.84	BR
300	Increase	RS	2.84	2.85	GR
300	Increase	RS	2.85	3.06	AN
300	Increase	RS	3.06	3.35	Curb
300	Decrease	RS	3.35	3.15	AN
300	Decrease	RS	3.15	3.13	GR
300	Decrease	RS	3.13	3.12	AN
300	Decrease	RS	3.12	3.03	Curb
300	Decrease	RS	3.03	2.81	AN
300	Decrease	RS	2.83	2.82	GR
300	Decrease	RS	2.82	2.81	BR
300	Decrease	RS	2.81	2.80	GR
300	Decrease	RS	2.80	0.30	AN
300	Decrease	RS	0.30	0.29	GR
300	Decrease	RS	0.29	0.28	BR
300	Decrease	RS	0.28	0.27	GR
300	Decrease	RS	0.27	0.00	AN
302	Increase	RS	0.00	1.29	AN
302	Increase	RS	1.29	1.30	GR
302	Increase	RS	1.30	1.32	BR
302	Increase	RS	1.32	1.34	GR
302	Increase	RS	1.34	2.63	AN
302	Increase	RS	2.63	2.65	GR
302	Increase	RS	2.65	8.35	AN
302	Increase	RS	8.35	8.42	Curb
302	Increase	RS	8.42	8.49	AN
302	Increase	RS	8.49	8.60	Curb
302	Increase	RS	8.60	8.67	AN
302	Increase	RS	8.67	8.79	Curb
302	Increase	RS	8.79	9.01	AN
302	Increase	RS	9.01	9.16	Curb
302	Increase	RS	9.16	9.20	AN
302	Increase	RS	9.20	9.32	Curb
302	Increase	RS	9.32	9.63	AN
302	Increase	RS	9.63	9.68	Curb
302	Increase	RS	9.68	9.77	AN
302	Increase	RS	9.77	9.82	Curb
302	Increase	RS	9.82	10.01	AN
302	Increase	RS	10.01	10.09	Curb
302	Increase	RS	10.09	10.25	AN
302	Increase	RS	10.25	10.29	Curb

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
302	Increase	RS	10.29	11.29	AN
302	Increase	RS	11.29	11.34	GR
302	Increase	RS	11.34	13.20	AN
302	Increase	RS	13.20	13.29	Curb
302	Increase	RS	13.29	14.18	AN
302	Increase	RS	14.18	14.24	GR
302	Increase	RS	14.24	14.95	AN
302	Increase	RS	14.95	14.98	Curb
302	Increase	RS	14.98	15.07	AN
302	Increase	RS	15.07	15.23	Curb
302	Increase	RS	15.23	15.37	AN
302	Increase	RS	15.37	15.48	Curb
302	Increase	RS	15.48	15.60	AN
302	Increase	RS	15.60	15.67	Curb
302	Increase	RS	15.67	15.69	GR
302	Increase	RS	15.69	15.79	BR
302	Increase	RS	15.79	15.80	GR
302	Increase	RS	15.80	15.83	AN
302	Increase	RS	15.83	16.00	Curb
302	Increase	RS	16.00	16.10	AN
302	Increase	RS	16.10	16.23	GR
302	Increase	RS	16.23	16.39	AN
302	Increase	RS	16.39	16.46	GR
302	Increase	RS	16.46	16.60	AN
302	Increase	RS	16.60	16.87	GR
302	Decrease	RS	16.87	16.47	AN
302	Decrease	RS	16.47	16.42	GR
302	Decrease	RS	16.42	15.80	AN
302	Decrease	RS	15.80	15.79	GR
302	Decrease	RS	15.79	15.69	BR
302	Decrease	RS	15.69	15.67	GR
302	Decrease	RS	15.67	15.37	AN
302	Decrease	RS	15.37	15.21	Curb
302	Decrease	RS	15.21	13.24	AN
302	Decrease	RS	13.24	13.23	Curb
302	Decrease	RS	13.23	13.08	AN
302	Decrease	RS	13.08	13.04	Curb
302	Decrease	RS	13.04	12.15	AN
302	Decrease	RS	12.15	12.00	GR
302	Decrease	RS	12.00	11.34	AN
302	Decrease	RS	11.34	11.28	GR
302	Decrease	RS	11.28	10.67	AN
302	Decrease	RS	10.67	10.61	Curb

Table 1.2.3

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Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
302	Decrease	RS	10.61	10.36	AN
302	Decrease	RS	10.36	10.24	Curb
302	Decrease	RS	10.24	10.10	AN
302	Decrease	RS	10.10	10.00	Curb
302	Decrease	RS	10.00	9.81	AN
302	Decrease	RS	9.81	9.76	Curb
302	Decrease	RS	9.76	9.67	AN
302	Decrease	RS	9.67	9.61	Curb
302	Decrease	RS	9.61	9.31	AN
302	Decrease	RS	9.31	9.19	Curb
302	Decrease	RS	9.19	9.17	AN
302	Decrease	RS	9.17	9.02	Curb
302	Decrease	RS	9.02	8.79	AN
302	Decrease	RS	8.79	8.67	Curb
302	Decrease	RS	8.67	8.57	AN
302	Decrease	RS	8.57	8.49	Curb
302	Decrease	RS	8.49	7.45	AN
302	Decrease	RS	7.45	7.43	Curb
302	Decrease	RS	7.43	1.32	AN
302	Decrease	RS	1.32	1.31	GR
302	Decrease	RS	1.31	1.29	BR
302	Decrease	RS	1.29	1.28	GR
302	Decrease	RS	1.28	0.00	AN
302 Spur	Increase	RS	15.85	15.89	AN
302 Spur	Increase	RS	15.89	15.91	Curb
302 Spur	Increase	RS	15.91	15.99	AN
302 Spur	Increase	RS	15.99	16.11	GR
302 Spur	Increase	RS	16.11	16.26	Curb
302 Spur	Increase	RS	16.26	16.72	AN
302 Spur	Increase	RS	16.72	16.82	Curb
302 Spur	Increase	RS	16.82	17.06	AN
302 Spur	Increase	RS	17.06	17.07	GR
302 Spur	Increase	RS	17.07	17.13	BR
302 Spur	Decrease	RS	17.13	16.90	AN
302 Spur	Decrease	RS	16.90	16.60	Curb
302 Spur	Decrease	RS	16.60	16.12	AN
302 Spur	Decrease	RS	16.12	15.92	GR
302 Spur	Decrease	RS	15.92	15.85	Curb
303	Increase	RS	0.00	2.75	City of Bremerton maintenance
303	Increase	RS	2.75	3.51	Curb
303	Increase	RS	3.51	3.66	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
303	Increase	RS	3.66	3.94	Curb
303	Increase	RS	3.94	4.51	AN
303	Increase	RS	4.51	5.00	Curb
303	Increase	RS	5.00	5.07	GR
303	Increase	RS	5.07	5.27	Curb
303	Increase	RS	5.27	5.39	AN
303	Increase	RS	5.39	5.43	Curb
303	Increase	RS	5.43	5.55	AN
303	Increase	RS	5.55	5.63	GR
303	Increase	RS	5.63	5.80	AN
303	Increase	RS	5.80	5.94	GR
303	Increase	RS	5.94	5.99	AN
303	Increase	RS	5.99	6.06	Curb
303	Increase	RS	6.06	6.25	GR
303	Increase	RS	6.25	6.30	AN
303	Increase	RS	6.30	6.37	GR
303	Increase	RS	6.37	6.88	AN
303	Increase	RS	6.88	6.92	GR
303	Increase	RS	6.92	7.05	Curb
303	Increase	RS	7.05	7.10	Single Pass
303	Increase	RS	7.10	7.18	Curb
303	Increase	RS	7.18	7.63	Single Pass
303	Increase	RS	7.63	7.65	GR
303	Increase	RS	7.65	7.68	BR
303	Increase	RS	7.68	7.74	GR
303	Increase	RS	7.74	7.77	Curb
303	Increase	RS	7.77	7.82	Single Pass
303	Increase	RS	7.82	7.95	Curb
303	Increase	RS	7.95	8.15	Single Pass
303	Increase	RS	8.15	8.46	GR
303	Increase	RS	8.46	8.49	BR
303	Increase	RS	8.49	8.59	GR
303	Increase	RS	8.59	8.65	AN
303	Increase	RS	8.65	8.68	GR
303	Increase	RS	8.68	8.74	BR
303	Increase	RS	8.74	8.85	GR
303	Increase	RS	8.85	9.05	AN
303	Increase	RS	9.05	9.08	Curb
303	Increase	RS	9.08	9.12	AN
303	Increase	RS	9.12	9.13	GR
303	Increase	RS	9.13	9.16	BR
303	Decrease	RS	9.16	9.11	BR
303	Decrease	RS	9.11	9.08	GR

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
303	Decrease	RS	9.08	8.87	AN
303	Decrease	RS	8.87	8.74	GR
303	Decrease	RS	8.74	8.68	BR
303	Decrease	RS	8.68	8.50	GR
303	Decrease	RS	8.50	8.47	BR
303	Decrease	RS	8.47	8.40	GR
303	Decrease	RS	8.40	8.39	Curb
303	Decrease	RS	8.39	8.19	GR
303	Decrease	RS	8.19	8.15	Curb
303	Decrease	RS	8.15	8.04	Single Pass
303	Decrease	RS	8.04	8.70	GR
303	Decrease	RS	8.70	7.78	Single Pass
303	Decrease	RS	7.78	7.75	Curb
303	Decrease	RS	7.75	7.69	GR
303	Decrease	RS	7.69	7.66	BR
303	Decrease	RS	7.66	7.64	GR
303	Decrease	RS	7.64	7.56	Single Pass
303	Decrease	RS	7.56	7.21	Curb
303	Decrease	RS	7.21	7.09	Single Pass
303	Decrease	RS	7.09	6.96	GR
303	Decrease	RS	6.96	6.76	Single Pass
303	Decrease	RS	6.76	6.75	GR
303	Decrease	RS	6.75	6.35	Single Pass
303	Decrease	RS	6.35	6.32	Curb
303	Decrease	RS	6.32	5.93	AN
303	Decrease	RS	5.93	5.88	Curb
303	Decrease	RS	5.88	5.61	AN
303	Decrease	RS	5.61	5.55	GR
303	Decrease	RS	5.55	5.47	AN
303	Decrease	RS	5.47	5.42	Curb
303	Decrease	RS	5.42	5.29	AN
303	Decrease	RS	5.29	5.11	Curb
303	Decrease	RS	5.11	5.03	GR
303	Decrease	RS	5.03	5.02	AN
303	Decrease	RS	5.02	4.83	Curb
303	Decrease	RS	4.83	4.69	GR
303	Decrease	RS	4.69	4.47	Curb
303	Decrease	RS	4.47	4.41	AN
303	Decrease	RS	4.41	4.19	Curb
303	Decrease	RS	4.19	4.12	AN
303	Decrease	RS	4.12	3.12	Curb
303	Decrease	RS	3.12	3.05	AN
303	Decrease	RS	3.05	2.75	Curb
303	Decrease	RS	2.75	0.00	City of Bremerton maintenance

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
303	Increase	LS	6.46	7.24	JB/No Median
303	Increase	LS	7.24	7.62	Multi Pass
303	Increase	LS	7.62	7.65	GR
303	Increase	LS	7.65	7.68	BR
303	Increase	LS	7.68	8.19	GR
303	Increase	LS	8.19	8.43	JB/No Median
303	Decrease	LS	8.44	8.21	JB/No Median
303	Decrease	LS	8.21	7.69	GR
303	Decrease	LS	7.69	7.66	BR
303	Decrease	LS	7.66	7.26	Multi Pass
303	Decrease	LS	7.26	6.47	JB/No Median
304	Increase	RS	0.00	0.20	GR
304	Increase	RS	0.20	0.95	AN
304	Increase	RS	0.95	1.01	JB
304	Increase	RS	1.01	1.03	AN
304	Increase	RS	1.03	3.51	Curb
304	Decrease	RS	3.51	0.23	Curb
304	Decrease	RS	0.23	0.09	AN
304	Decrease	RS	0.09	0.05	GR
304	Decrease	RS	0.05	0.00	BR
305	Increase	RS	0.00	0.23	Curb
305	Increase	RS	0.23	0.47	AN
305	Increase	RS	0.47	0.53	GR
305	Increase	RS	0.53	1.32	AN
305	Increase	RS	1.32	1.45	GR
305	Increase	RS	1.45	1.88	AN
305	Increase	RS	1.88	1.98	GR
305	Increase	RS	1.98	2.21	AN
305	Increase	RS	2.21	2.31	GR
305	Increase	RS	2.31	2.41	AN
305	Increase	RS	2.41	2.47	GR
305	Increase	RS	2.47	2.78	AN
305	Increase	RS	2.78	2.90	GR
305	Increase	RS	2.90	3.42	AN
305	Increase	RS	3.42	3.44	GR
305	Increase	RS	3.44	3.69	AN
305	Increase	RS	3.69	3.85	GR
305	Increase	RS	3.85	4.17	AN
305	Increase	RS	4.17	4.19	GR

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
305	Increase	RS	4.19	4.59	AN
305	Increase	RS	4.59	4.71	GR
305	Increase	RS	4.71	5.13	AN
305	Increase	RS	5.13	5.23	GR
305	Increase	RS	5.23	5.25	AN
305	Increase	RS	5.25	5.31	GR
305	Increase	RS	5.31	5.41	AN
305	Increase	RS	5.41	5.45	GR
305	Increase	RS	5.45	6.02	AN
305	Increase	RS	6.02	6.07	GR
305	Increase	RS	6.07	6.69	AN
305	Increase	RS	6.69	6.84	GR
305	Increase	RS	6.84	7.07	BR
305	Increase	RS	7.07	7.08	GR
305	Increase	RS	7.08	7.22	AN
305	Increase	RS	7.22	7.37	GR
305	Increase	RS	7.37	7.40	AN
305	Increase	RS	7.40	7.47	GR
305	Increase	RS	7.47	7.65	AN
305	Increase	RS	7.65	7.79	GR
305	Increase	RS	7.79	8.12	AN
305	Increase	RS	8.12	8.17	GR
305	Increase	RS	8.17	8.49	AN
305	Increase	RS	8.49	8.53	GR
305	Increase	RS	8.53	8.72	AN
305	Increase	RS	8.72	8.77	GR
305	Increase	RS	8.77	8.90	AN
305	Increase	RS	8.90	8.95	GR
305	Increase	RS	8.95	9.55	AN
305	Increase	RS	9.55	9.65	GR
305	Increase	RS	9.65	9.83	AN
305	Increase	RS	9.83	9.91	GR
305	Increase	RS	9.91	10.14	AN
305	Increase	RS	10.14	10.29	GR
305	Increase	RS	10.29	12.23	AN
305	Increase	RS	10.69	12.36	City of Poulsbo maintenance
305	Increase	RS	12.36	12.81	AN
305	Increase	RS	12.81	13.30	City of Poulsbo maintenance
305	Increase	RS	13.30	13.52	AN

305	Decrease	RS	13.52	13.21	AN
305	Decrease	RS	13.30	12.81	City of Poulsbo maintenance
305	Decrease	RS	12.81	12.79	GR
305	Decrease	RS	12.79	12.36	AN

Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
305	Decrease	RS	12.36	10.69	City of Poulsbo maintenance
305	Decrease	RS	10.69	10.42	AN
305	Decrease	RS	10.42	10.12	GR
305	Decrease	RS	10.12	9.89	AN
305	Decrease	RS	9.89	9.78	GR
305	Decrease	RS	9.78	9.63	AN
305	Decrease	RS	9.63	9.49	GR
305	Decrease	RS	9.49	9.41	AN
305	Decrease	RS	9.41	9.18	GR
305	Decrease	RS	9.18	9.00	AN
305	Decrease	RS	9.00	8.89	GR
305	Decrease	RS	8.89	8.73	AN
305	Decrease	RS	8.73	8.67	GR
305	Decrease	RS	8.67	8.33	AN
305	Decrease	RS	8.33	8.29	GR
305	Decrease	RS	8.29	8.18	AN
305	Decrease	RS	8.18	8.06	GR
305	Decrease	RS	8.06	7.87	AN
305	Decrease	RS	7.87	7.64	GR
305	Decrease	RS	7.64	7.49	AN
305	Decrease	RS	7.49	7.39	GR
305	Decrease	RS	7.39	7.37	AN
305	Decrease	RS	7.37	7.20	GR
305	Decrease	RS	7.20	7.05	AN
305	Decrease	RS	7.05	6.81	BR
305	Decrease	RS	6.81	6.63	GR
305	Decrease	RS	6.63	6.05	AN
305	Decrease	RS	6.05	6.00	GR
305	Decrease	RS	6.00	5.38	AN
305	Decrease	RS	5.38	5.36	GR
305	Decrease	RS	5.36	5.28	AN
305	Decrease	RS	5.28	5.23	GR
305	Decrease	RS	5.23	5.21	AN
305	Decrease	RS	5.21	5.85	GR
305	Decrease	RS	5.85	4.67	AN
305	Decrease	RS	4.67	4.54	GR
305	Decrease	RS	4.54	3.94	AN
305	Decrease	RS	3.94	3.67	GR
305	Decrease	RS	3.67	3.43	AN
305	Decrease	RS	3.43	3.39	GR
305	Decrease	RS	3.39	3.38	AN
305	Decrease	RS	3.38	3.12	GR
305	Decrease	RS	3.12	3.07	AN
305	Decrease	RS	3.07	3.00	GR

Table 1.2.3
Definitions:
Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways
Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
305	Decrease	RS	3.00	2.90	AN
305	Decrease	RS	2.90	2.75	GR
305	Decrease	RS	2.75	2.45	AN
305	Decrease	RS	2.45	2.41	GR
305	Decrease	RS	2.41	1.96	AN
305	Decrease	RS	1.96	1.82	GR
305	Decrease	RS	1.82	1.45	AN
305	Decrease	RS	1.45	1.31	GR
305	Decrease	RS	1.31	1.27	AN
305	Decrease	RS	1.27	1.13	GR
305	Decrease	RS	1.13	0.52	AN
305	Decrease	RS	0.52	0.41	GR
305	Decrease	RS	0.41	0.20	AN
305	Decrease	RS	0.20	0.12	Curb
305	Decrease	RS	0.12	0.00	GR
307	Increase	RS	0.00	2.31	AN
307	Increase	RS	2.31	2.53	Curb
307	Increase	RS	2.53	4.58	AN
307	Increase	RS	4.58	4.70	Curb
307	Increase	RS	4.70	5.13	AN
307	Increase	RS	5.13	5.25	GR
307	Decrease	RS	5.25	4.80	AN
307	Decrease	RS	4.80	4.77	Curb
307	Decrease	RS	4.77	4.76	AN
307	Decrease	RS	4.76	4.73	Curb
307	Decrease	RS	4.73	4.67	AN
307	Decrease	RS	4.67	4.59	Curb
307	Decrease	RS	4.59	4.10	AN
307	Decrease	RS	4.10	3.94	Curb
307	Decrease	RS	3.94	2.52	AN
307	Decrease	RS	2.52	2.44	Curb
307	Decrease	RS	2.44	2.42	AN
307	Decrease	RS	2.42	2.34	Curb
307	Decrease	RS	2.34	0.03	AN
307	Decrease	RS	0.03	0.00	GR
308	Increase	RS	0.00	0.04	Wall
308	Increase	RS	0.04	0.10	AN
308	Increase	RS	0.10	0.22	Curb
308	Increase	RS	0.22	1.31	AN
308	Increase	RS	1.31	1.42	GR
308	Increase	RS	1.42	1.63	AN

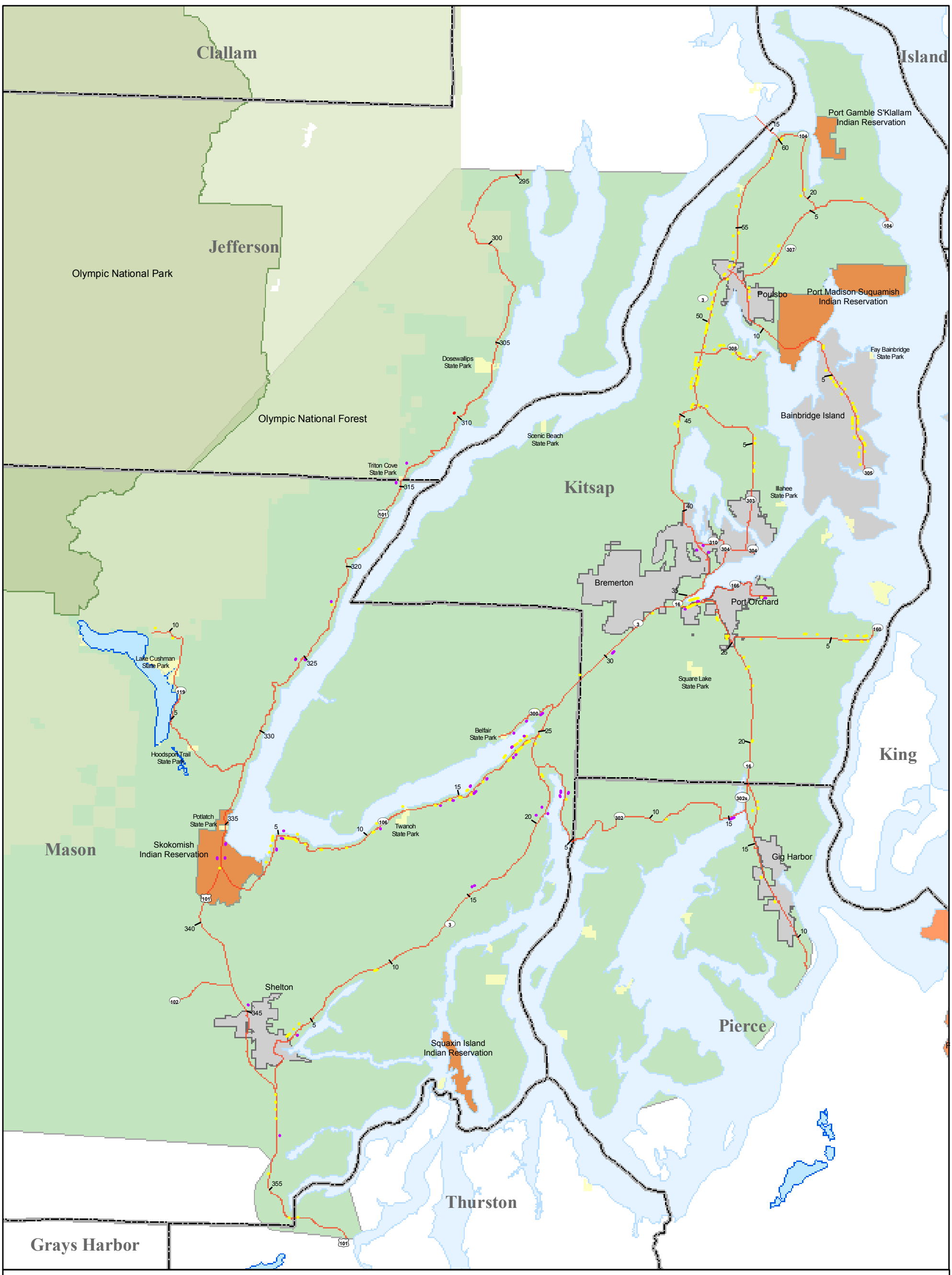
Table 1.2.3

Definitions:

Side - Indicates left or right side of the highway in relation to direction of travel, LS=Median on divided highways

Mowing Type - Multi Pass means the area is mowed out across the median or to the right of way or tree line, beyond a 25' width, AN = Single pass as needed

SR	Direction	Shoulder	BEG MP	END MP	Mowing Type
308	Increase	RS	1.63	1.66	GR
308	Increase	RS	1.66	2.08	AN
308	Increase	RS	2.08	2.11	GR
308	Increase	RS	2.11	2.15	AN
308	Increase	RS	2.15	2.16	GR
308	Increase	RS	2.16	2.57	AN
308	Increase	RS	2.57	2.59	GR
308	Increase	RS	2.59	2.78	AN
308	Increase	RS	2.78	2.82	GR
308	Increase	RS	2.82	3.02	AN
308	Increase	RS	3.02	3.07	GR
308	Increase	RS	3.07	3.09	BR
308	Increase	RS	3.09	3.14	GR
308	Increase	RS	3.14	3.38	AN
308	Increase	RS	3.38	3.42	Curb
308	Decrease	RS	3.42	3.13	AN
308	Decrease	RS	3.13	3.07	GR
308	Decrease	RS	3.07	3.06	BR
308	Decrease	RS	3.06	3.00	GR
308	Decrease	RS	3.00	2.73	AN
308	Decrease	RS	2.73	2.55	GR
308	Decrease	RS	2.55	2.10	AN
308	Decrease	RS	2.10	2.06	GR
308	Decrease	RS	2.06	2.00	AN
308	Decrease	RS	2.00	1.94	GR
308	Decrease	RS	1.94	1.84	AN
308	Decrease	RS	1.84	1.73	GR
308	Decrease	RS	1.73	1.66	AN
308	Decrease	RS	1.66	1.62	GR
308	Decrease	RS	1.62	1.41	AN
308	Decrease	RS	1.41	1.27	GR
308	Decrease	RS	1.27	0.03	AN
308	Decrease	RS	0.03	0.00	Wall
310	Increase	RS	0.00	1.84	City of Bremerton maintenance
310	Decrease	RS	1.84	0.00	City of Bremerton maintenance



Appendix C:

Olympic Region Area 2
Noxious Weed Locations
Map 1 of 1

Washington State Department of Transportation

February 2007

Clallam
Jefferson
Island
Kitsap
King
Pierce
Mason
Thurston
Grays Harbor
Olympic National Park
Olympic National Forest
Port Gamble S'Klallam Indian Reservation
Port Madison Suquamish Indian Reservation
Skokomish Indian Reservation
Squaxin Island Indian Reservation
Poulsbo
Bainbridge Island
Bremerton
Port Orchard
Gig Harbor
Shelton
Dosewallips State Park
Scenic Beach State Park
Triton Cove State Park
Fay Bainbridge State Park
Illahee State Park
Square Lake State Park
Belfair State Park
Twanoh State Park
Potlatch State Park
Lake Cushman State Park
Hoodsport Trail State Park

Musk Thistle
Butterfly Bush
Common Tansy
Bull Thistle
Blackberry
75 Mile Post
State Route
State Park
Major Lakes
County Boundaries
Coast
Indian Reservations
Cities
OLarea2
National Forest
National Park

0 5
Miles

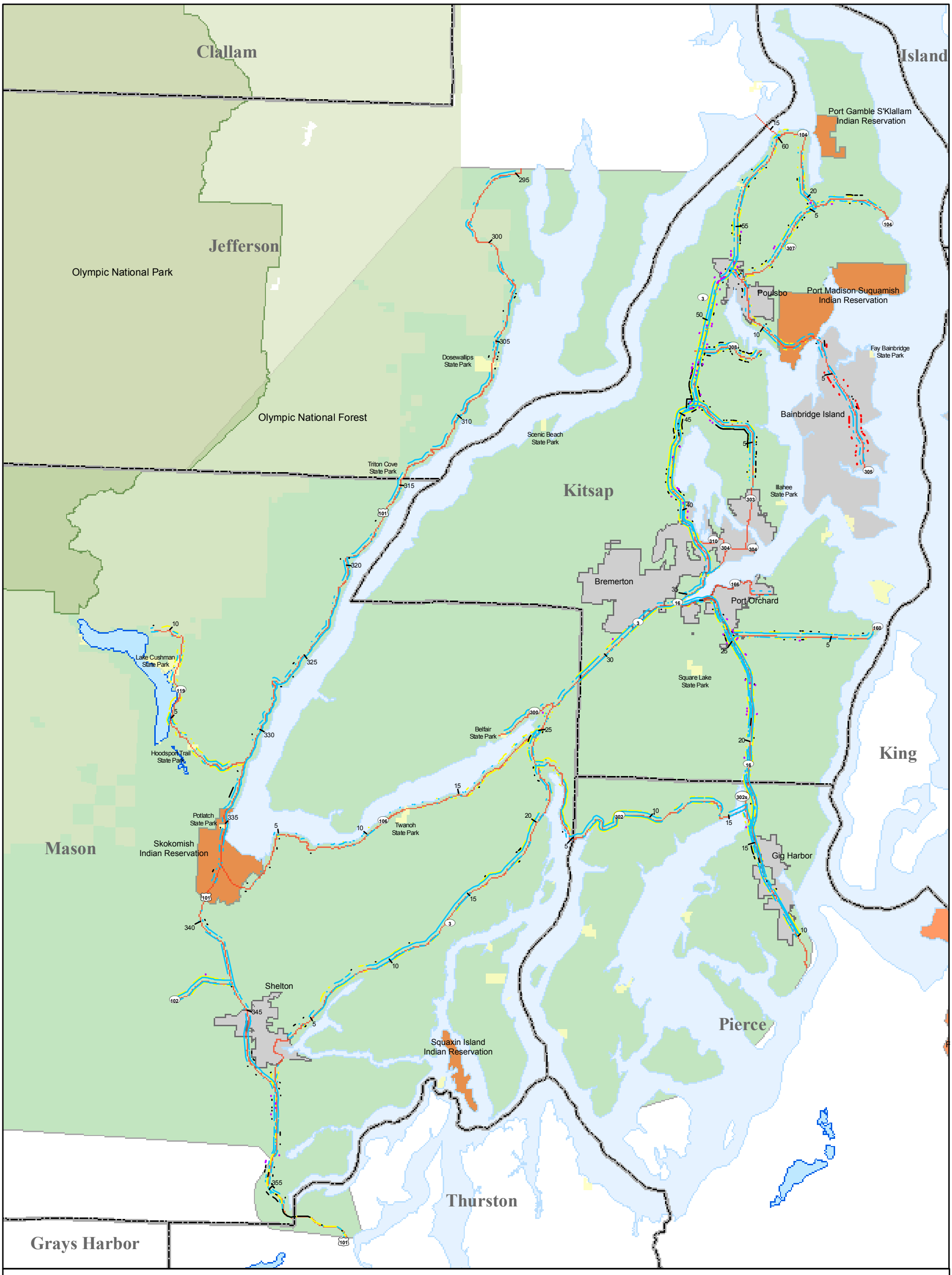
N

Washington State Department of Transportation

Appendix C:

Olympic Region Area 2
Nuisance Weed Locations
Map 1 of 2

February 2007



Appendix C:

Olympic Region Area 2
Nuisance Weed Locations
Map 2 of 2

Washington State Department of Transportation

February 2007

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
003	Increase	RS	34.54	36.61	ESA (Priority1)	
003	Increase	RS	36.29	36.69	I/C Ramp to SR 304	
003	Increase	RS	37.01	37.78	I/C Loxie Eagans Blvd	
003	Increase	RS	38.03	38.76	I/C Kitsap Way - SR 310	
003	Increase	RS	39.08	39.75	I/C Austin Drive	
003	Increase	RS	40.84	41.71	I/C Chico Way	
003	Increase	RS	40.96	40.97	ESA (Priority1)	
003	Increase	RS	41.40	41.42	ESA (Priority2)	
003	Increase	RS	41.63	41.63	ESA (Priority1)	
003	Increase	RS	43.19	44.02	I/C Newbury Hill Rd	
003	Increase	RS	43.57	43.67	ESA (Priority1)	
003	Increase	RS	45.28	46.19	I/C Clear Creek Rd	
003	Increase	RS	46.10	46.26	ESA (Priority1)	
003	Increase	RS	46.63	47.34	I/C Trigger Ave	
003	Increase	RS	46.79	46.83	ESA (Priority1)	
003	Increase	RS	47.70	47.77	ESA (Priority1)	
003	Increase	RS	47.97	49.01	I/C Luoto Rd	
003	Increase	RS	49.50	49.50	ESA (Priority1)	
003	Increase	RS	50.83	50.94	ESA (Priority2)	
003	Increase	RS	51.91	52.26	I/C Finn Hill Rd	
003	Increase	RS	52.41	53.28	I/C to SR 305	
003	Decrease	RS	53.21	52.57	I/C to SR 305	
003	Decrease	RS	52.25	51.81	I/C Finn Hill Rd	
003	Decrease	RS	50.81	50.93	ESA (Priority2)	
003	Decrease	RS	49.49	49.51	ESA (Priority1)	
003	Decrease	RS	48.82	47.87	I/C Luoto Rd	
003	Decrease	RS	47.72	47.75	ESA (Priority1)	
003	Decrease	RS	47.14	46.24	I/C Trigger Ave	
003	Decrease	RS	46.26	46.26	ESA (Priority1)	
003	Decrease	RS	45.91	45.14	I/C Clear Creek Rd	
003	Decrease	RS	44.81	44.95	ESA (Priority1)	
003	Decrease	RS	44.61	44.64	ESA (Priority1)	
003	Decrease	RS	43.77	42.92	I/C Newbury Hill Rd	
003	Decrease	RS	41.53	41.54	ESA (Priority2)	
003	Decrease	RS	41.38	40.72	I/C Chico Way	
003	Decrease	RS	40.87	41.17	ESA (Priority1)	
003	Decrease	RS	39.53	38.96	I/C Austin Drive	
003	Decrease	RS	39.44	39.46	ESA (Priority2)	
003	Decrease	RS	38.62	37.86	I/C Kitsap Way - SR 311	
003	Decrease	RS	37.58	36.87	I/C Loxie Eagans Blvd	
003	Decrease	RS	36.58	36.35	I/C On Ramp from SR 304	
003	Decrease	RS	36.54	36.61	ESA (Priority2)	
003	Decrease	RS	36.11	36.13	ESA (Priority2)	
003	Both	RS	0.79	0.95	ESA (Priority1)	
003	Both	RS	1.58	3.58	City of Shelton	
003	Both	RS	2.44	2.47	ESA (Priority1)	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
003	Both	RS	2.85	6.42	ESA (Priority1)	
003	Both	RS	6.57	6.63	ESA (Priority1)	
003	Both	RS	6.81	7.79	ESA (Priority1)	
003	Both	RS	8.09	8.62	ESA (Priority1)	
003	Both	RS	8.90	9.15	ESA (Priority1)	
003	Both	RS	12.21	12.41	ESA (Priority1)	
003	Both	RS	19.62	19.83	ESA (Priority2)	
003	Both	RS	21.23	21.25	ESA (Priority1)	
003	Both	RS	23.48	23.54	ESA (Priority2)	
003	Both	RS	25.12	25.13	ESA (Priority2)	
003	Both	RS	25.32	25.34	ESA (Priority2)	
003	Both	RS	26.22	26.24	ESA (Priority2)	
003	Both	RS	26.44	26.52	ESA (Priority2)	
003	Both	RS	33.66	33.67	ESA (Priority1)	
003	Both	RS	57.05	57.09	ESA (Priority1)	
003	Both	RS	57.23	57.24	ESA (Priority1)	
003	Both	RS	57.61	57.63	ESA (Priority2)	
003	Both	RS	57.89	57.90	ESA (Priority1)	
003	Both	RS	58.25	58.27	ESA (Priority1)	
003	Both	RS	58.55	58.58	ESA (Priority1)	
003	Both	RS	59.42	59.47	ESA (Priority1)	
003	Both	RS	59.58	59.59	ESA (Priority1)	
016	Increase	RS	10.46	11.20	I/C Olympic Dr. NW	
016	Increase	RS	11.71	12.17	I/C Wollochet Dr. NW	
016	Increase	RS	14.55	15.36	I/C Burnham Dr.	
016	Increase	RS	14.61	15.11	ESA (Priority2)	
016	Increase	RS	15.40	15.80	I/C to SR 302	
016	Increase	RS	16.59	16.60	ESA (Priority1)	
016	Increase	RS	17.60	17.69	ESA (Priority1)	
016	Increase	RS	18.05	18.64	On Ramp to SR 016	
016	Increase	RS	19.53	19.54	ESA (Priority1)	
016	Increase	RS	20.06	20.12	ESA (Priority2)	
016	Increase	RS	20.35	20.53	ESA (Priority1)	
016	Increase	RS	21.00	21.08	ESA (Priority1)	
016	Increase	RS	22.27	23.09	I/C Mullenix Rd	
016	Increase	RS	22.55	22.70	ESA (Priority1)	
016	Increase	RS	24.85	25.66	I/C Sedgwick Rd	
016	Increase	RS	26.43	27.05	I/C Old Clifton Rd-Tremont St.	
016	Increase	RS	27.05	27.09	ESA (Priority1)	
016	Increase	RS	27.13	27.14	ESA (Priority2)	
016	Increase	RS	27.81	28.24	ESA (Priority1)	
016	Increase	RS	28.35	28.58	ESA (Priority1)	
016	Decrease	RS	28.81	28.82	ESA (Priority2)	
016	Decrease	RS	28.02	28.03	ESA (Priority2)	
016	Decrease	RS	26.77	26.14	I/C Old Clifton Rd-Tremont St.	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
016	Decrease	RS	26.02	26.33	ESA (Priority2)	
016	Decrease	RS	25.42	24.67	I/C Sedgwick Rd	
016	Decrease	RS	22.95	22.08	I/C Mullenix Rd	
016	Decrease	RS	22.63	22.74	ESA (Priority1)	
016	Decrease	RS	20.15	20.22	ESA (Priority1)	
016	Decrease	RS	18.42	18.05	I/C to Sr 302 SPPURDY	
016	Decrease	RS	15.78	15.38	I/C to SR 302	
016	Decrease	RS	15.21	14.35	I/C Burnham Dr.	
016	Decrease	RS	14.99	15.15	ESA (Priority2)	
016	Decrease	RS	12.28	11.86	I/C Wollochet Dr. NW	
016	Decrease	RS	11.03	10.26	I/C Olympic Dr. NW	
016	Decrease	RS	7.41	8.43	ESA (Priority1)	
101	Increase	RS	345.04	345.65	I/C Wallace Blvd	
101	Increase	RS	346.88	346.94	I/C Shelton-Matlock Rd	
101	Increase	RS	348.96	350.39	I/C To SR 003	
101	Increase	RS	350.14	350.19	ESA (Priority2)	
101	Increase	RS	352.90	353.58	ESA (Priority1)	
101	Increase	RS	353.21	353.81	I/C Olympic Highway-SR 108	
101	Increase	RS	353.42	353.58	ESA (Priority1)	
101	Increase	RS	353.79	353.86	ESA (Priority1)	
101	Increase	RS	355.09	355.60	ESA (Priority2)	
101	Increase	RS	355.98	356.23	ESA (Priority1)	
101	Increase	RS	356.83	356.86	ESA (Priority1)	
101	Increase	RS	357.42	357.43	ESA (Priority2)	
101	Increase	RS	357.86	358.00	ESA (Priority2)	
101	Increase	RS	359.58	359.59	ESA (Priority1)	
101	Decrease	RS	359.24	359.57	ESA (Priority1)	
101	Decrease	RS	357.94	357.95	ESA (Priority2)	
101	Decrease	RS	356.35	357.32	ESA (Priority1)	
101	Decrease	RS	355.92	356.23	ESA (Priority1)	
101	Decrease	RS	353.76	353.07	I/C Olympic Highway-SR 108	
101	Decrease	RS	353.59	353.61	ESA (Priority1)	
101	Decrease	RS	350.44	350.45	ESA (Priority1)	
101	Decrease	RS	350.26	349.20	I/C To SR 003	
101	Decrease	RS	347.12	346.47	I/C Shelton-Matlock Rd	
101	Decrease	RS	345.40	344.79	I/C Wallace Blvd	
101	Both	RS	296.57	297.00	ESA (Priority1)	
101	Both	RS	297.17	297.19	ESA (Priority2)	
101	Both	RS	297.82	299.54	Olympic National Forest	
101	Both	RS	301.79	302.09	Olympic National Forest	
101	Both	RS	303.43	304.30	ESA (Priority1)	
101	Both	RS	304.73	306.35	ESA (Priority1)	
101	Both	RS	305.04	305.38	Olympic National Forest	
101	Both	RS	306.48	306.74	ESA (Priority1)	
101	Both	RS	306.64	307.01	Dosewallips State park	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
101	Both	RS	306.98	307.32	ESA (Priority1)	
101	Both	RS	307.41	308.07	ESA (Priority1)	
101	Both	RS	308.41	309.10	ESA (Priority1)	
101	Both	RS	309.85	310.73	ESA (Priority1)	
101	Both	RS	310.77	311.11	ESA (Priority1)	
101	Both	RS	311.50	314.35	ESA (Priority1)	
101	Both	RS	314.46	314.60	Triton Cove State Park	
101	Both	RS	315.03	316.16	ESA (Priority1)	
101	Both	RS	316.38	316.51	ESA (Priority1)	
101	Both	RS	317.38	317.69	ESA (Priority1)	
101	Both	RS	317.89	319.01	ESA (Priority1)	
101	Both	RS	319.23	322.56	ESA (Priority1)	
101	Both	RS	322.70	322.73	ESA (Priority1)	
101	Both	RS	323.59	325.63	ESA (Priority1)	
101	Both	RS	325.71	327.82	ESA (Priority1)	
101	Both	RS	328.03	331.61	ESA (Priority1)	
101	Both	RS	331.70	333.60	ESA (Priority1)	
101	Both	RS	334.13	334.98	Skokomish Tribe	
101	Both	RS	334.35	334.38	ESA (Priority1)	
101	Both	RS	334.46	334.51	ESA (Priority1)	
101	Both	RS	334.98	335.22	Potlatch State Park	
101	Both	RS	335.07	335.70	ESA (Priority1)	
101	Both	RS	335.22	338.82	Skokomish Tribe	
101	Both	RS	335.81	335.85	ESA (Priority1)	
101	Both	RS	336.37	336.40	ESA (Priority2)	
101	Both	RS	337.08	338.34	ESA (Priority2)	
101	Both	RS	338.59	340.83	ESA (Priority1)	
101	Both	RS	343.62	343.68	ESA (Priority2)	
101	Both	RS	346.54	346.68	ESA (Priority1)	
101	Both	RS	346.93	347.11	ESA (Priority1)	
101	Both	RS	348.41	348.47	ESA (Priority1)	
101	Both	RS	353.81	353.84	ESA (Priority1)	
104	Both	RS	13.80	15.43	ESA (Priority1)	
104	Both	RS	16.73	16.78	ESA (Priority1)	
104	Both	RS	17.26	17.50	ESA (Priority1)	
104	Both	RS	17.85	18.03	ESA (Priority1)	
104	Both	RS	18.86	19.04	ESA (Priority1)	
104	Both	RS	19.11	19.18	ESA (Priority1)	
104	Both	RS	19.83	19.88	ESA (Priority1)	
104	Both	RS	21.66	21.77	ESA (Priority1)	
104	Both	RS	22.13	22.26	ESA (Priority1)	
104	Both	RS	22.43	22.45	ESA (Priority2)	
104	Both	RS	23.01	23.02	ESA (Priority1)	
104	Both	RS	23.34	23.36	ESA (Priority1)	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
106	Both	RS	0.00	1.44	Skokomish Tribe	
106	Both	RS	0.57	1.56	ESA (Priority1)	
106	Both	RS	2.34	19.30	ESA (Priority1)	
106	Both	RS	12.20	12.52	Twanoh State Park	
106	Both	RS	19.57	19.59	ESA (Priority2)	
108	Both	RS	11.91	11.93	ESA (Priority1)	
119	Both	RS	0.01	0.67	ESA (Priority2)	
119	Both	RS	2.98	3.34	Hoodsport Trail State Park	
119	Both	RS	3.06	3.10	ESA (Priority1)	
119	Both	RS	4.31	4.39	ESA (Priority1)	
119	Both	RS	5.31	5.32	ESA (Priority1)	
119	Both	RS	5.85	5.87	ESA (Priority2)	
119	Both	RS	7.04	8.13	Lake Cushman State Park	
119	Both	RS	9.15	9.22	ESA (Priority1)	
119	Both	RS	9.22	9.67	Olympic National Forest	
119	Both	RS	9.93	10.93	Olympic National Forest	
119	Both	RS	10.83	10.84	ESA (Priority2)	
160	Both	RS	0.00	0.33	City of Port Orchard	
160	Both	RS	2.29	2.38	ESA (Priority1)	
160	Both	RS	3.20	3.21	ESA (Priority2)	
160	Both	RS	3.75	3.86	ESA (Priority1)	
166	Both	RS	0.03	2.60	ESA (Priority1)	
166	Both	RS	0.57	4.95	City of Port Orchard	
166	Both	RS	3.06	3.40	ESA (Priority1)	
166	Both	RS	4.45	4.50	ESA (Priority1)	
300	Both	RS	0.00	0.09	ESA (Priority2)	
300	Both	RS	0.12	0.34	Bell Fair State Park	
300	Both	RS	0.26	0.32	ESA (Priority1)	
300	Both	RS	1.11	2.99	ESA (Priority1)	
302	Both	RS	0.94	1.00	ESA (Priority1)	
302	Both	RS	1.23	1.39	ESA (Priority1)	
302	Both	RS	1.64	1.80	ESA (Priority2)	
302	Both	RS	1.89	2.02	ESA (Priority2)	
302	Both	RS	2.12	2.29	ESA (Priority1)	
302	Both	RS	2.39	2.40	ESA (Priority2)	
302	Both	RS	2.48	3.89	ESA (Priority1)	
302	Both	RS	4.12	4.74	ESA (Priority1)	
302	Both	RS	5.52	5.65	ESA (Priority1)	
302	Both	RS	5.81	5.91	ESA (Priority2)	
302	Both	RS	6.09	6.68	ESA (Priority1)	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
302	Both	RS	11.19	12.39	ESA (Priority1)	
302	Both	RS	14.84	15.80	ESA (Priority1)	
302	Both	RS	15.93	16.28	ESA (Priority1)	
303	Increase	RS	1.16	1.37	I/C Callahan Dr.	
303	Increase	RS	6.46	6.82	I/C Central Valley Rd	
303	Increase	RS	7.48	7.89	I/C Rdigetop Blvd	
303	Increase	RS	8.28	8.46	I/C Silverdale Way	
303	Decrease	RS	8.47	8.24	I/C Off Ramp from SR 003	
303	Decrease	RS	7.89	7.30	I/C Rdigetop Blvd	
303	Decrease	RS	6.66	6.50	I/C Central Valley Rd	
303	Decrease	RS	1.25	1.11	I/C Callahan Dr.	
303	Both	RS	0.00	2.75	City of Bremerton	
303	Both	RS	0.72	0.99	ESA (Priority1)	
303	Both	RS	4.72	4.75	ESA (Priority2)	
303	Both	RS	5.56	5.62	ESA (Priority1)	
303	Both	RS	5.77	5.79	ESA (Priority2)	
303	Both	RS	6.30	7.08	ESA (Priority2)	
303	Both	RS	8.36	8.43	ESA (Priority1)	
304	Both	RS	0.05	0.86	ESA (Priority1)	
304	Both	RS	0.75	3.51	City of Bremerton	
305	Both	RS	0.02	6.82	City of Bainbridge	
305	Both	RS	0.43	0.50	ESA (Priority 1)	
305	Both	RS	0.73	0.79	ESA (Priority1)	
305	Both	RS	0.82	0.83	X-Culvert 60' buffer zone	
305	Both	RS	1.04	1.36	ESA (Priority 1)	
305	Both	RS	2.43	2.46	ESA (Priority 1)	
305	Both	RS	2.43	2.44	Unnamed Creek 60' buffer zone	
305	Both	RS	2.43	2.46	ESA (Priority1)	
305	Both	RS	3.69	3.72	ESA (Priority 2)	
305	Both	RS	3.73	3.74	X-Culvert 60' buffer zone	
305	Both	RS	6.84	7.04	ESA (Priority 1)	
305	Both	RS	7.00	9.16	Port Madison Suquamish Tribe	
305	Both	RS	7.30	7.41	ESA (Priority2)	
305	Both	RS	7.72	7.74	ESA (Priority2)	
305	Both	RS	8.91	8.92	ESA (Priority2)	
305	Both	RS	9.58	9.60	ESA (Priority2)	
305	Both	RS	9.83	9.84	ESA (Priority1)	
305	Both	RS	10.62	10.64	ESA (Priority2)	
305	Both	RS	10.69	12.36	City of Poulsbo	
305	Both	RS	10.72	10.73	ESA (Priority2)	
305	Both	RS	11.62	11.64	ESA (Priority1)	
305	Both	RS	12.78	12.85	ESA (Priority1)	
305	Both	RS	12.81	13.30	City of Poulsbo	

Table 3.0

Definitions:

Type - ESA(Priotity 1&2) are 300' buffers set in response to Endangered Species Act regulations

Description - Brief explanation of special treatment required

SR	Direction	Shoulder	BEG MP	END MP	Type	Description
305	Both	RS	13.12	13.16	ESA (Priority2)	
307	Both	RS	0.00	0.09	City of Poulsbo	
307	Both	RS	0.00	0.09	ESA (Priority1)	
307	Both	RS	0.21	0.27	ESA (Priority1)	
307	Both	RS	0.49	0.52	ESA (Priority1)	
307	Both	RS	0.64	1.72	ESA (Priority1)	
307	Both	RS	2.48	2.50	ESA (Priority1)	
307	Both	RS	4.52	4.55	ESA (Priority1)	
308	Both	RS	0.22	0.44	ESA (Priority2)	
308	Both	RS	0.95	0.97	ESA (Priority1)	
308	Both	RS	1.34	1.38	ESA (Priority1)	
308	Both	RS	2.53	3.13	ESA (Priority1)	
310	Both	RS	0.00	1.84	City of Bremerton	

Appendix E

Washington State Department of Transportation

Integrated Vegetation Management Record

Org. Code	County	Date		Vegetation Management Zone(s)
		5/6/2005		☐ Zone 1 ☐ Zone 2 ☐ Zone 3

Area
SR _____ MP _____ to MP _____

Location _____

Check Appropriate Boxes
☐ NB ☐ EB ☐ SB ☐ WB
☐ Roadside ☐ Shoulder ☐ Median
☐ Landscaped Area ☐ Rest Area ☐ Park-n-Ride
☐ Interchange ☐ Bridge ☐ Ramp
☐ Mitigation Site ☐ Stormwater ☐ Yard/Stockpile

Third Party Damage ☐ Yes

Sensitive Sites ☐ Aquatic ☐ Wetlands

Target Species ☐ Noxious Weeds ☐ Brush/Trees ☐ Other ☐ Nuisance Weeds ☐ Hazard Tree

List Target: Species _____

Reason for Action:
☐ Noxious Weeds ☐ Nuisance Weeds ☐ Fire prevention ☐ Aesthetics
☐ Site Distance ☐ Hazard Vegetation ☐ Customer request ☐ Other _____

Long term IVM plan (Describe goals/objectives and a step-by-step approach over time)

Approximate Acres to Accomplish _____

Activities

Planned date of Treatment Actual date of Treatment

Manual ☐ Digging ☐ Pulling ☐ Lopping ☐ Scalping ☐ Other _____

Mechanical ☐ Arial Saw Work ☐ Tractor Brush Cutter ☐ Manual Brush Cutting ☐ Tractor Mower ☐ Other _____

Bio-Control ☐ Insects ☐ pathogens ☐ Parasites Type/Species _____

Cultural ☐ Burning ☐ Grading ☐ Seeding ☐ Fertilizing ☐ Grazing ☐ Other _____

Chemical _____ Record Number

Evaluation of Previous Treatments

Washington State Department of Transportation

Pesticide Application Record

Reference (RCW 17.21) A new form shall be filled out each day or each time the Sign Route is changed.
This Record Must be Retained for 7 Years. This form must be completed on day of application.
WSDOT, Roadside Management Branch, P.O. Box 47358, Olympia, WA 98504-7358. Phone (360) 705-7853.

Org. Code	County	Date of Application	Start ____ ○ AM ○ PM Finish ____ ○ AM ○ PM	ICP	Stores Issue Ticket Number(s)

Area
SR ____ MP ____ to MP ____ and MP ____ to MP ____ and MP ____ to MP ____ and MP ____ to MP ____

Check Appropriate Boxes

☐ NB ☐ EB ☐ SB ☐ WB

☐ Roadside ☐ Shoulder ☐ Median

☐ Landscaped Area ☐ Rest Area ☐ Park-n-Ride

☐ Interchange ☐ Bridge ☐ Ramp

☐ Yard/Stockpile

☐ Spot Spray ☐ Blanket Spray ☐ Banded Width

☐ Aquatic ☐ Wetlands

☐ Weeds ☐ Noxious Weeds ☐ Disease
☐ Brush ☐ Insects ☐ Other List Pest(s): ____

Start Weather Conditions
Temperature ____ °F(°C) Wind (Direction From) ____ Wind (Range) ____ mph(km/h)
○ Sunny ○ Broken ○ Overcast, No Rain ○ Light, Scattered Showers ○ Hard Showers

Finish Weather Conditions
Temperature ____ °F(°C) Wind (Direction From) ____ Wind (Range) ____ mph(km/h)
○ Sunny ○ Broken ○ Overcast, No Rain ○ Light, Scattered Showers ○ Hard Showers

Tank No.	Material Name	Material Type	EPA Reg. No.	Lot Number	Product Per Acre (hectare)	Unit	Total Daily Usage	Unit

Total ____ Acres(hectares) Treated at ____ gallons(liters) of spray per acre(hectare).

Equipment Number	Tank Size 1 ____ 2 ____ 3 ____ 4 ____ 5 ____	Calibration Date	Vehicle Speed mph(km/h)	Nozzle Pressure PSI(kPa)	Width of Spray Pattern Feet(meter)

☐ Handspreader ☐ Backpack ☐ Handgun ☐ Fixed Nozzle ☐ Boom ☐ Other (Specify) ____

☐ Tank Mix (Conv.) ☐ Injection ☐ Invert

Operator Name	Operator Pesticide License No.	Operator Signature	Driver Name

Remarks

Buffer Truck Driver's Name

Pesticide Sensitivity Registration Applies: ☐ **Yes** ☐ **No**

Contacts

Division of Emergency Management (1-800-258-5990)

DOT Form 540-506 EF Revised 9/2001

Distribution: OSC Maint. Operator Region File
Send OSC Copy Within 5 Days

Ozd= Ounces Dry Lb= Pound
Ozl= Ounces Liquid Ga= Gallon
Pt=Pint Qt= Quart

g= gram kg=kilogram
ml=Milliliter L= Liter